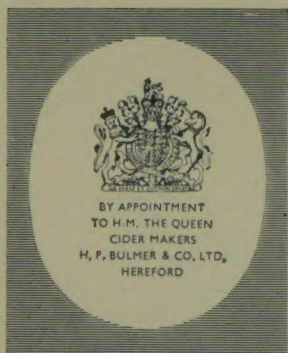


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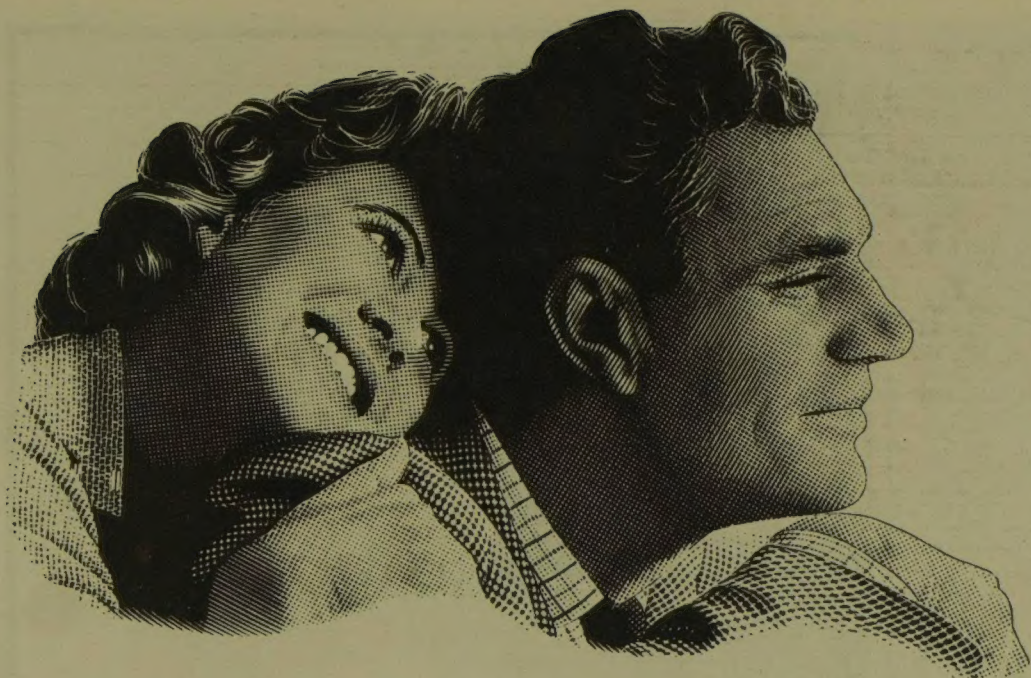
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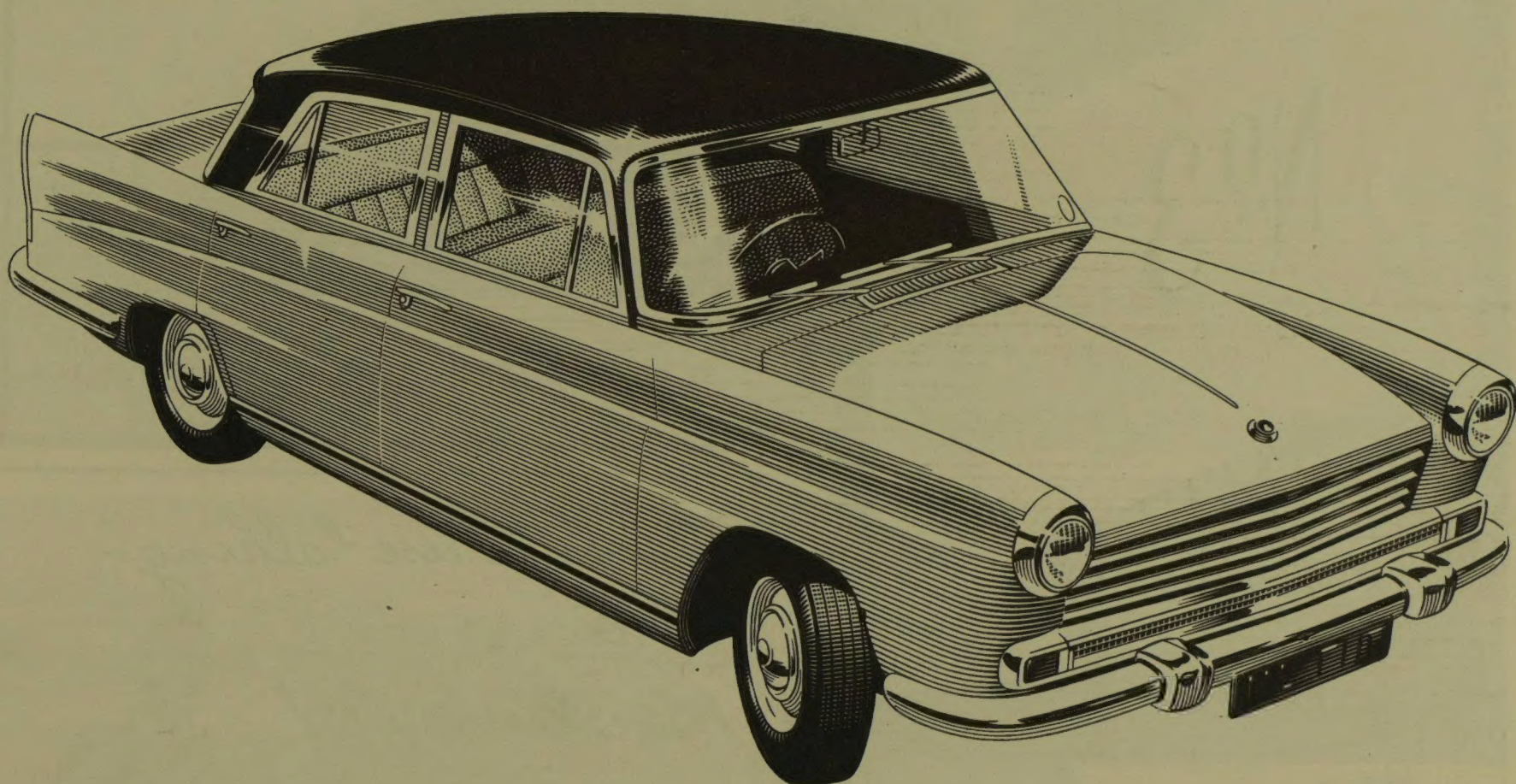
The sea, we are often told, is in our blood, and this circumstance will no doubt be put forward as the reason why every member of our island race enjoys above all else the pastime usually described as 'messaging about in boats'. But the generalisation has the defects of all generalisations. We know people who would view with foreboding the prospect of embarking in any vessel of smaller consequence than a 50,000 ton liner. We know others, of course, for whom a voyage in even the least seaworthy of dinghys is a delight beyond compare.

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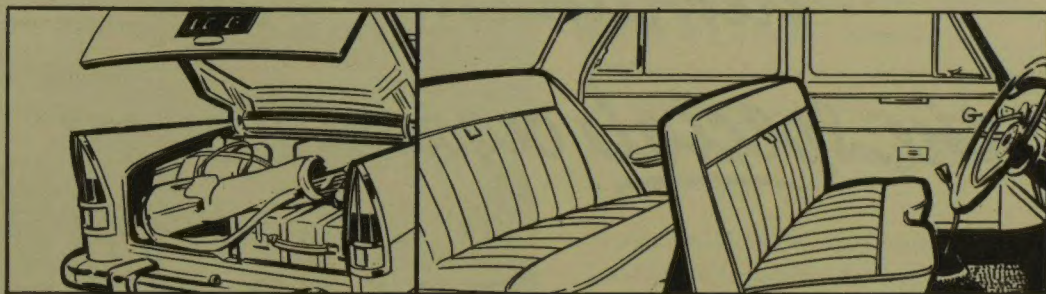


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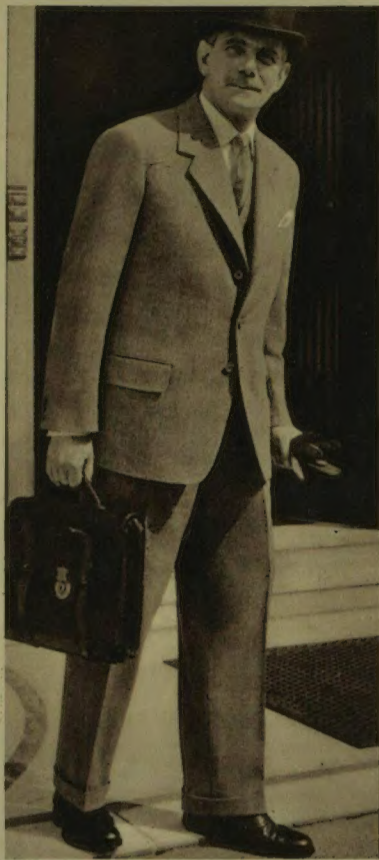
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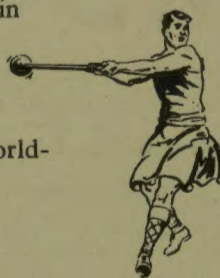
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The door had hardly been closed beside him when Mr. Kragg tried to slip out again. But—too late! As if shot from a gun he sped away. He had only his ignorance to blame. Mr. Kragg had simply asked the automobile salesman the top speed of a smart touring sports car. About 150 m.p.h.? He could not believe that. The salesman insisted on proving his statement and nothing could stop him. Now Mr. Samuel Kragg of Elisabethville had "butterflies in his stomach" and would gladly have got out again. Instead, he was politely asked to look at his watch

and to check that the car would accelerate to 60 m.p.h. in under 7 seconds. Oh yes, Mr. Kragg was already quite convinced and could not one stop now . . . a bend—and the speedometer clocked 100 m.p.h. The driver grinned and Mr. Kragg closed his eyes and whispered "Enough." The car ran as if on rails: 110 m.p.h., 120, 130 . . . The wonder of



this experience of speed now overshadowed his fear. And anyhow, fear of what? Mr. Kragg suddenly felt perfectly safe and he almost had the impression that the car stood still while the trees of the jungle on both sides of the road flew past at an incredible speed. Just to make conversation Mr. Kragg inquired about the brakes. This was his second mistake. "Hold tight," warned the driver and "threw out the anchor." Immediately an invisible giant seemed to force Mr. Kragg forward. Within seconds the car stood still.

Mr. Kragg has often retold his exciting experience of this super-speed drive. What he keeps to himself is that it was in a Mercedes-Benz 300 SL—others may well know that even a very high speed is, after all, nothing unusual with that car.



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SATURDAY, JUNE 6, 1959.



SPACE-TRAVEL MONKEYS AT A PRESS CONFERENCE: WITH DR. DONALD STULLKEN, A NAVY PHYSIOLOGIST, ARE THE CELEBRATED ABLE (LEFT) AND BAKER (RIGHT), APPARENTLY UNHARMED BY THEIR FLIGHT TO A HEIGHT OF 300 MILES.

A Press Conference was held in Washington on May 30 for the two monkeys, *Able* and *Baker*, who had earlier been recovered alive in the Atlantic after a journey in the nose-cone of a rocket which took them to an altitude of 300 miles. They were the first living creatures ever to have returned alive from a journey so far from the earth. In a crowded auditorium cameramen jostled to obtain photographs of the monkeys, who are shown here with a Navy physiologist, Dr. Donald Stullken, who had himself taken them from the nose-cone of the *Jupiter* rocket after its recovery near the island of Antigua, about 1700 miles from Cape Canaveral, where it had been launched. Both *Able* and

Baker are reported to be in excellent condition, and the only visible signs of their ordeal was a small wound on *Able's* abdomen, where scientific recording instruments were attached to her, and the bandages round *Baker's* body to cover the places where wires had been connected. For more than twenty minutes both of them chattered and scampered around, obviously enjoying the publicity they were receiving. *Able* is a 7-lb. rhesus monkey with a somewhat dour expression; *Baker* weighs only 1 lb., and is an attractive squirrel monkey, yellowish in colour and with a long tail. Other photographs of the animals, and of the rocket, appear on page 959.

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By ARTHUR BRYANT.

THE Historic Buildings Council for England has just issued its Sixth Annual Report to Parliament. Under the chairmanship of a most distinguished retired public servant—if one can call a man who continues to perform such invaluable work retired—Sir Alan Lascelles, the Council carries out the statutory duties entrusted to it by the Historic Buildings and Ancient Monuments Act 1953. These, as defined by the Act, are

To advise the Minister of Works on the preparation of a list of buildings of outstanding historic or architectural interest in England.

To keep under review, and to report to the Minister of Works from time to time on, the general state of preservation of buildings of outstanding historic or architectural interest throughout England.

To advise the Minister of Works on ways of finding new uses for historic buildings.

When, in the confused years immediately after the war, it was first suggested that the State should make comparatively small grants out of the vast sums raised annually by taxation to assist the nominal owners and, in reality, custodians of historic houses to enable them to put them into sufficient repair to preserve them for posterity, there was what purported to be a considerable outcry. It did not come from the general body of the nation, which displayed, and almost certainly felt, little interest in the matter, but from the small minority of vocal and publicly-active persons who, in the name of democracy, carry out the functions of our parliamentary and elective system of government. Some opposed the idea on the grounds that it was contrary to social morality to subsidise the repair of buildings, however nationally and aesthetically precious, which were still nominally owned and maintained by private persons. Others—though they wished to see it done and knew that these lovely monuments of the English past would otherwise fall into irreparable ruin—hung back because they feared that, if they supported such a measure, they would be branded as reactionaries and betrayers of the public trust. Fortunately realism prevailed and, however much it might seem to offend against the letter of pure radical doctrine, the Historic Buildings and Monuments Act of 1953 was passed with the general support—to their great credit—of members of both our main political parties. For the inescapable truth was that there was no alternative between the passing of such a measure and the rapid disappearance of one of the country's principal artistic heritages, since it was manifestly impossible for the owners of such houses—the only people willing to live in and maintain them under present-day conditions—to pay almost the entire surplus of their incomes in taxation to the State and simultaneously provide out of that surplus, as in the past, the vast sums necessary to repair and preserve the structure of the architectural treasures of which they were the lifetime guardians. The State, which had assumed the enjoyment of that surplus, is still neither equipped nor prepared to take over and maintain these great houses, built for the conditions of a very different age, and without someone to live in them and care for them from day-to-day their rapid disintegration in the moist climate of this island was quite certain. It was therefore decided by Parliament to offer in approved cases a modest grant in aid of major and essential structural repairs to owners prepared to expend part of their capital on the repair of such national treasures. One of the results has been the admirable and, from the point of view of the nation and posterity, salutary work performed in the past six years by the Historic Buildings Council for England and so lucidly set out in its current Report.

It should not be thought that those to whom grants-in-aid are payable are not asked to make heavy personal sacrifices as a result of receiving such public aid. The State, as is right, drives an exceedingly hard bargain. Owners to whom its help is granted have not only to open their houses to the public, with all that that implies in these days of staffing problems, but to shoulder, on a *pro rata* basis with the State, capital charges which can normally only be met by private persons to-day at the cost of very considerable personal sacrifice. The fact that many owners are prepared out of love for them to make such sacrifices to preserve for posterity houses that already involve considerable sacrifices to live in at all and that there is almost no chance, under our present taxation system, of their own descendants ever being able to live in, is a public asset which the State is wisely using to ensure the preservation of a national heritage. But it is not an inexhaustible

TO OUR READERS.

IT has always been our pride that *The Illustrated London News* has reached its many readers punctually every week. This regularity may be upset this week and with some subsequent issues through no fault of our own. As our readers may know, a dispute has occurred between ten printing unions on the one hand and the British Federation of Master Printers and the Newspaper Society on the other. This may affect the works responsible for the printing of *The Illustrated London News* with the result that there may be some delay in the publication of this issue and subsequently.

We are doing all that is humanly possible to ensure that our public may be supplied with numbers which maintain the standard of excellence for which this journal is famed.

When the dispute is over you will receive *The Illustrated London News* with the usual punctuality. Meanwhile, we beg you will give us the encouragement of your appreciation of our difficulties.

Bruce S. Ingram, Editor.

asset, and with the accumulating effects of the penal taxation of the nominally rich, it is an asset that is gradually diminishing and may presently cease to exist. The Annual Report to Parliament for 1958 dwells on this point and on the growing difficulty, both owing to mounting building costs and to the dwindling income and capital of so many owners, that the latter are finding in raising their share of the cost of long-term structural repairs. Though the number of applications for grants—which are only given in cases of indubitable aesthetic or historic value and of real and urgent physical and financial need—has remained more or less constant for the past four years, the number of grants accepted has already started to fall. And owing to the time lapse necessarily involved in carrying out such structural work, the figures for actual expenditure lag far behind those for grants accepted. The result is that, for all the great work that has been done and is being done by the Historic Buildings Council, the public funds available to achieve the ends sought by Parliament are not proving sufficient to ensure that all the work required is being done. Another difficulty of the Council lies in the fact that it is increasingly difficult to find people prepared to live in houses built for such very different social conditions as those that now prevail. "It has been," the Report to the

Minister of Works runs, "our policy to recommend that you should not make grants for houses which are unoccupied because of the obvious danger that if a use were not found for them they might quickly deteriorate again. . . . The longer buildings are left unoccupied the greater becomes the cost and difficulty of restoring them, and this, in turn, makes it still more difficult to find a user." One of the Council's tasks—one that is going to become increasingly important with the progress of this country's present social revolution—is to find uses for our great country houses that can ensure both their preservation and their continued service to the community.

Another problem the Council faces, and on which the present Report dwells, is that of ancient and beautiful buildings which, when considered individually, are not of sufficient separate importance to qualify for State aid under the 1953 Act, yet which together are of priceless aesthetic or historic value and, for lack of means to save them for posterity, are rapidly disappearing. "To a large part of the public, including visitors from abroad," the Report states, "one of the most treasured things in English architecture is the vernacular of the 16th to the 19th centuries, the period when most of our villages and smaller towns took on their present shape and character. Under analysis, 'the vernacular' is found to consist of many hundreds of small buildings such as the yeoman's or small tradesman's house, the row of thatched cottages or the houses in a cathedral close. . . . From the public point of view it is, of course, the widespread existence of the vernacular which makes 'the picture' of England. How much of 'the picture' can reasonably be preserved and how it can be preserved are questions which are now very pressing."

Yet, when all is said and done, the Council's Annual Report for 1958 is a record, not of its difficulties, but of a great achievement. Among the houses to save which grants have been given during the past year are some among the most beautiful ever built by man, and of which our country has every reason to be proud. Berkeley Castle and Powderham, Cotehele and Rufford Old Hall, Castle Howard and Hardwicke, Lyme and Ditchley, Swakeleys and the Vine, the Four Temples of Duncombe on the site of Rievaulx Abbey and 15th-century Athelhampton, from one end of England to the other the Council's saving hand has been again at work. And it is saving not only great houses but many little ones, whose needless loss in our age of immense technological and mechanical resources would be an indictment of barbarism in us that would make our name as black at the bar of history as that of the Puritan destroyers of our once vast heritage of mediæval ecclesiastical statuary and glass-destroyers who, unlike us, had at least the excuse of an intense, if misplaced, religious belief in the righteousness of their iconoclasm. The restoration has now been made possible of the little 17th-century house at Bettiscombe and the Bun Shop at Brighton, of the Court House at East Meon and the Chantry at Ely, of the Fairfield Moravian Settlement at Droylsden, in Lancashire, and the Ranger's House at Farnham. So has the saving of the wonderful stone tithe barn at Purton by Tisbury, and of the lovely almshouses at Preston-in-the-Weald-Moors near Wellington. Altogether more than a hundred grants were made in 1958, bringing the total since the Council's work began in 1953 to nearly 500. With the Ministry of Works' architects and experts the Council, with scarcely anyone being aware of it, is averting every year a greater destruction of England's architectural legacy than Hitler and his bombers wrought in the whole of the last war.

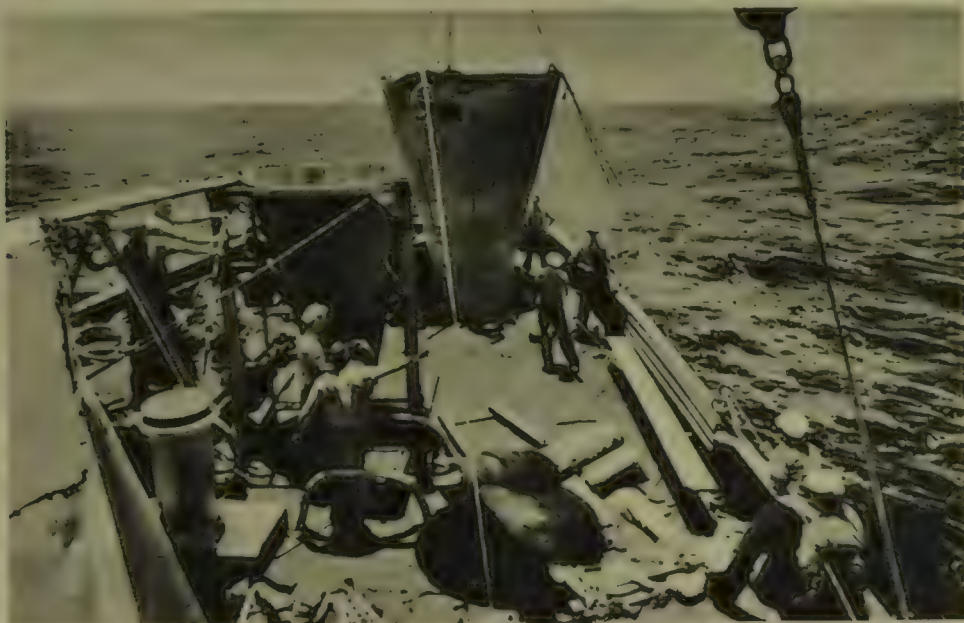
ABLE AND BAKER: THE MONKEYS WHO SURVIVED A ROCKET TRIP.



THE MONKEYS TAKE OFF FOR OUTER SPACE: THE JUPITER INTERMEDIATE-RANGE BALLISTIC MISSILE CARRYING ABLE AND BAKER LEAVES CAPE CANAVERAL.



AFTER ITS RECOVERY FROM THE ATLANTIC: THE CONTAINER WHICH CARRIED THE MONKEYS 300 MILES FROM THE EARTH BEING EXAMINED BY TECHNICIANS.



WITH ABLE AND BAKER ALIVE INSIDE: THE NOSE-CONE OF THE JUPITER ROCKET BEING HOISTED ON BOARD A U.S. NAVAL VESSEL NEAR ANTIGUA, 1700 MILES FROM WHERE IT WAS LAUNCHED.



PERCHED ON TOP OF THE CAPSULE IN WHICH SHE TRAVELLED: BAKER, IN EXCELLENT HEALTH AND SPIRITS, FINDS HERSELF THE OBJECT OF KEEN INTEREST.

ON May 28 two monkeys became the first animals to return alive from an altitude of 300 miles. To celebrate the occasion a Press conference was held in their honour in Washington, where both of them showed that neither their health nor their spirits had been affected by the experience. During their 10,000-m.p.h. journey into space, they travelled in separate compartments, both fitted into the nose-cone of a Jupiter rocket. Baker's main purpose was to provide information about the effect of space travel on the functions of the body; that of Able was to send signals back to earth by pressing a morse key whenever a red light came on. This she had been taught to perform during a thorough course of training. Unfortunately it was the equipment, rather than the monkey, that failed, and no results were obtained. Only an hour and 32 minutes after the launching the nose-cone was picked up. It is reported to have landed within ten miles of one of the recovery vessels.



SHOWN WITH HER MUCH LARGER COMPARTMENT: THE SERIOUS-LOOKING ABLE, WHO SHARED THE LIMELIGHT WITH BAKER AT A PRESS CONFERENCE.



AT THE LYING-IN-STATE ON MAY 26, THE DAY BEFORE THE FUNERAL: THE COFFIN OF MR. JOHN FOSTER DULLES RESTS IN THE BETHLEHEM CHAPEL OF THE NATIONAL EPISCOPAL CATHEDRAL, WITH A GUARD OF UNITED STATES SERVICEMEN.



RETURNING TO THE GENEVA CONFERENCE AFTER ATTENDING THE FUNERAL OF MR. DULLES: THE FOUR FOREIGN MINISTERS (LEFT TO RIGHT), MR. CHRISTIAN HERTER, MR. GROMYKO, M. COUVE DE MURVILLE AND MR. SELWYN LLOYD.



MR. MENZIES, PRIME MINISTER OF AUSTRALIA, WITH PRESIDENT EISENHOWER ON THE DAY OF MR. DULLES' FUNERAL, WHICH MR. MENZIES ATTENDED.



EN ROUTE FOR THE FUNERAL AT WASHINGTON: MR. GROMYKO, THE SOVIET FOREIGN MINISTER, BOARDING A COMMERCIAL AIRCRAFT TO FLY TO THE STATES VIA LONDON.



AT THE GRAVESIDE: (L. TO R.) MRS. DULLES (WIFE), MR. JOHN DULLES (SON), MRS. HINSHAW (DAUGHTER), FATHER AVERY DULLES, S.J. (SON), PRESIDENT AND MRS. EISENHOWER AND VICE-PRESIDENT NIXON AND MRS. NIXON.

MOURNED BY HIS COUNTRY AND BURIED WITH THE HOMAGE OF SEVENTEEN STATES: MR. DULLES' STATE FUNERAL.

On May 26 the four Foreign Ministers flew from Geneva to Washington for Mr. Dulles' funeral, Mr. Herter, Mr. Lloyd and M. Couve de Murville in Mr. Herter's aircraft. As there was only one seat available and Mr. Gromyko was being accompanied by Mr. Soldatov, the Russians flew by commercial aircraft; all, however, returning to Geneva together in Mr. Herter's aircraft.

On May 26 Mr. Dulles' body lay in state in the National Episcopal Cathedral at Washington under a guard of U.S. Servicemen. And on May 27 the funeral took place with rites more elaborate than Washington had ever seen for a Cabinet Minister. The service took place in the Cathedral, where 3000 people were present; and President and Mrs. Eisenhower sat with the Dulles

[Continued opposite.]



AFTER THE CEREMONY IN THE NATIONAL EPISCOPAL CATHEDRAL: MR. DULLES' COFFIN, TRANSFERRED FROM THE MOTOR HEARSE, IS DRAWN INTO THE ARLINGTON NATIONAL CEMETERY.



THE LAST MOMENTS AT THE GRAVESIDE—FOR THE MILITARY FUNERAL. (RIGHT) THE PRESIDENT AND VICE-PRESIDENT AND THEIR WIVES, AND MEMBERS OF THE DULLES FAMILY.

AT THE FUNERAL OF "MR. VALIANT-FOR-TRUTH": MOURNERS AT THE LAST JOURNEY OF MR. JOHN FOSTER DULLES.

Continued. In a front pew were the Prime Minister of Australia, Mr. Menzies, and his wife; Mme. Chiang Kai-shek, representing the Chinese Nationalist Government; and Dr. Adenauer and his daughter. Behind them sat the four Foreign Ministers, Mr. Hammarskjöld of the United Nations, M. Spaak of N.A.T.O., and indeed Foreign Ministers and Cabinet Ministers from, all told, seventeen nations. The service was one of great simplicity and no sermon,

one of the clergy, however, prefacing a prayer with an extract from "The Pilgrim's Progress," and so comparing Mr. Dulles with Mr. Valiant-for-Truth. After the service, there followed a procession to Arlington National Cemetery, to a site in the shade of a tree, near the tomb of the Unknown Soldier, and there Mr. Dulles was laid to rest to a roll of drums, a salute of guns, three volleys of rifle-fire and the sounding of "Taps" by a bugler.

THE troubles through which the Belgian Royal family, in its relations with the Parliament and public opinion, is now passing amount to only a minor matter by comparison with the vital political problems. They are none the less painful and ought to create sympathy in this country if it finds time to understand them. Our armies played a great part in the liberation of Belgium in both the world wars and in both were greeted with an enthusiasm which was accorded to no other allied force. It is curious that one problem or another involving the throne should have raised its head in this democratic country in the course of every reign within living memory, and still more unhappy that at the present moment there should be two simultaneously claiming attention.

The first was concerned with the Congo, over which King Leopold II assumed sovereignty in accordance with the decision of the Berlin Conference of 1884. The cruelty shown in the exploitation of rubber in what was virtually a Royal principality caused widespread anger at home and abroad. The solution was the only one which could have staved off an eventual explosion. The King bequeathed the Congo to Belgium, and its administration and exploitation were radically changed. His successor, the heroic King Albert, made the happiest of marriages, to a Princess of the Bavarian house, only to find his country at

A WINDOW ON THE WORLD.

THE BELGIAN ROYAL HOUSE.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

to disinterested observers unfortunate that they should have gone on living with the King at the Royal palace of Laeken. This caused an undercurrent of irritation which may have been stimulated by rumour. It was constantly asserted that King Baudouin never acted but on the advice of his father and that this advice was sometimes not in consonance with democratic government.

In January last, King Baudouin broadcast a speech on the future of the Congo. It was a delicate subject, because after years of paternal rule in that state Belgium had in her turn felt the hot blast of African nationalism, which had brought about some revolutionary activities and fairly serious fighting. A broadcast by the King was highly desirable, and this did not appear to the majority of English eyes to be inappropriate or reactionary. However, objection was taken to it and once again the critics professed to see in it the hand of ex-King Leopold. On this occasion they went on to declare that the speech had been made without consultation with the King's

which has anti-clerical leanings, has stated that it will question the Government on this point but has postponed its interpellation until after the return of King Baudouin from the United States. He is due to be back before what I am writing is published.

The two points at issue are connected because criticism comes in the main, though I believe not entirely, from the same quarter. They are also deeply influenced by past history. King Leopold's abdication ended a situation more serious than was generally realised at the time outside Belgium. He abdicated because the country was tragically divided. Revolution was believed to be a possibility. The scars left by such a crisis do not disappear in eight years. They might become envenomed again were the present crises, in themselves far less important, not brought to an end. On the other hand, as a foreigner who has known Belgium well in peace and two wars sees it, the general sentiment is not hostile to the monarchy in principle and very far from hostile to the person of King Baudouin.

I believe the country desires to see the King taking a more active part, not a less active. In some respects the constitutional rôle and tradition of the crown in Belgium accord it considerable initiative. In 1918, when, in the final victorious offensive, a French Chief of Staff was appointed



A ROYAL FAMILY THREATENED BY A CONSTITUTIONAL STORM: THE BELGIAN ROYAL FAMILY AT LAEKEN.

Our picture shows the Belgian Royal family in a photograph taken after the announcement of the engagement of Prince Albert and Donna Paola Ruffo di Calabria; and shows (l. to r.) King Baudouin, the Princesse de Réthy with her two daughters, Queen Elisabeth (grandmother of King Baudouin), ex-King Leopold, Donna Paola Ruffo di Calabria, Prince Albert and Prince Alexandre. There have been complaints in Belgium over the celebration of the marriage, which is being held in the Vatican and which will avoid

the civil ceremony demanded by the Belgian Constitution. The Pope will perform the rare honour of marrying them, but the Belgians would prefer it to take place in Belgium. There have also been allegations that King Baudouin, who is at present on a tour of the United States, is too much under the dominance of his father, especially over the management of the disturbances earlier this year in the Congo. Ex-King Leopold has announced that he will move his residence from Laeken.

war with Germany a few years later. For most of the war, indeed, Belgian troops commanded by King Albert faced German troops commanded by his kinsman by marriage, Crown Prince Rupprecht of Bavaria. The Queen, who lived throughout the war in a seaside villa within range of heavy artillery and worked unceasingly for her country's cause, had to face some prejudice, though she also aroused admiration and affection.

The bitterest controversy raged about their son in the later world war, in circumstances of deep tragedy. When the Belgian Army was forced to surrender in 1940, King Leopold III refused to leave the country and was severely criticised by the Government in exile. The quarrel was never really healed, and though the King's rule was resumed after the war, it played a part—complicated by other factors—in his abdication eight years ago. Even that did not put an end to it, because it was alleged that the ex-King and his second wife, the Princesse de Réthy, exercised undue influence.

King Baudouin was young, shy and somewhat delicate when he succeeded his father, with whom he was on affectionate terms. Still, eight years is a long time. Quite apart from the justice or the reverse of allegations that he has been dominated by his father and his stepmother, it must appear

Ministers—some have said any consultation, others any proper consultation.

On May 26, after a meeting of the Cabinet occupying two hours and a half—evidence that the matter was considered important if, as we may assume, this was the sole subject discussed—the announcement was made that King Leopold had informed the Government of his desire to live elsewhere. It is almost impossible to believe that the allegations of improper influence were not in his mind when he communicated this information to the Prime Minister the previous evening. Yet another reason might possibly have been in King Leopold's mind and played some part in his intention to set up a separate establishment—King Baudouin's intention to marry. So far, however, there have been no outward indications that this is in prospect.

However, another marriage stands in the foreground. I mentioned that two separate matters concerning the Royal family were under discussion at once. The second is the marriage of Prince Albert to an Italian Princess. The marriage is to be solemnised by the Pope in the Vatican. Belgian law demands a civil ceremony before a religious ceremony, but to the Catholic Church a marriage celebrated by the Pope is considered to be civil as well as religious. The Socialist Party,

to serve King Albert in his command of allied armies, his firmness on a constitutional matter was applauded by fighting Belgium and his reception was tremendously enthusiastic when occupied Belgium was liberated. He feared that an attempt was being made to strip him of his powers as Commander-in-Chief of the Belgian Army, or at least to infringe them. He made it clear that he could not constitutionally divest himself of this responsibility, and on more than one occasion forcefully reasserted this contention.

If the critics are now satisfied with the action of King Leopold in making known that he prefers to live no longer under the same roof as his son, the reigning Sovereign, the main part of the difficulty will be over. Some anti-clerical and republican sentiment will certainly continue. There is a little of both in our country and we have had to listen to some criticism, mostly inane as well as ungracious, of our own monarch. They need constitute no threat to the institution of monarchy in the first place, any more than they do in the second. I am, however, enough of a monarchist by conviction and sentiment to desire that the strictly objective attitude I have maintained shall not be construed as indifference. I end, therefore, with the hope that the reign of King Baudouin will be happy and that he will be surrounded by loyalty and affection.

A WINDOW ON THE WORLD—I.



A PASSAGE BEING CARVED THROUGH THE ICE-COATED ANTARCTIC BY ICE-BREAKERS FOR THE BELEAGUERED JOHN BISCOE.

This dramatic picture shows something of the perils that surrounded the rescue of *John Biscoe*, the British scientific research ship that was caught in the ice and rendered immobile. The *John Biscoe* was on her way to British scientific bases in Antarctica carrying supplies and rotation personnel when she was trapped off the Biscoe Islands. The Royal Naval patrol vessel *Protector* which was on duty guarding the Falkland Islands Dependencies took off the *John Biscoe's* helicopter and two men while the Navy ice-breaker

Edisto and the Coast Guard ice-breaker *Northwind* were sent to free *John Biscoe*. This was attended by serious difficulties, as *Northwind* also became trapped in the ice at one point, and *Edisto* had to clear the way for both. Our picture shows *Edisto* (top) cleaving through the ice-floes the passage for *Northwind* followed by *John Biscoe* on May 4. The smallness of the ships in proportion to the thickness of the ice gives some measure of the size of the task that the ice-breakers had to carry out.

A WINDOW ON THE WORLD—II.



MUSSOORIE, INDIA. AT THE CELEBRATION OF THE 2503RD BIRTHDAY OF THE BUDDHA: THE DALAI LAMA ADDRESSING LEADING TIBETAN MONKS. This celebration was held at Birla House, where the Dalai Lama is staying. On April 11 we stated that letters written by the Dalai Lama before his flight from Lhasa were regarded as forgeries. He has since admitted to their authorship.



WASHINGTON. AT THE FOREIGN MINISTERS' MEETING WITH PRESIDENT EISENHOWER IN THE WHITE HOUSE, WHICH WAS HELD AFTER MR. DULLES' FUNERAL: THE SCENE AFTER LUNCH. On the day following Mr. Dulles' funeral, the four Foreign Ministers, Mr. Herter, Mr. Selwyn Lloyd, M. Couve de Murville and Mr. Gromyko, had lunch at the White House with President Eisenhower. Shortly before lunch the four Ministers had a brief discussion about Geneva.



WASHINGTON. THE "BIG FOUR" (L. TO R.): MR. HERTER, M. COUVE DE MURVILLE, MR. SELWYN LLOYD AND MR. GROMYKO WITH PRESIDENT EISENHOWER.



LEZHA, ALBANIA. MR. KHRUSHCHEV, ACCOMPANIED BY A SOVIET GOVERNMENT DELEGATION, ADDRESSING THE PEOPLE OF A REGIONAL CENTRE DURING HIS RECENT VISIT. It is widely thought that the Soviet Premier's visit to Albania is a reflection of Soviet anxiety over the recent U.S.-Italian agreement over the establishment of rocket-sites on Italian territory. In this picture Mr. Khrushchev is seen making a speech during his journey from Tirana.



KOBE, JAPAN. THE FIRST JAPANESE SUBMARINE TO BE LAUNCHED SINCE THE WAR: OYASHIO LEAVING THE KAWASAKI SHIPYARDS FOR HER TESTS. On May 25 the first submarine to be built in Japan since the war was launched at the Kawasaki shipyards in Kobe. The new 1000-ton submarine is powered by two diesel engines, possesses the latest navigational equipment, and has an underwater range of 1000 miles.

A WINDOW ON THE WORLD—III.



AT HER FAMILY'S VILLA IN ROME: THE PRINCESS PAOLA RUFFO DI CALABRIA.



A MORE SERIOUS STUDY OF THE PRINCESS IN THE DRAWING-ROOM OF HER HOME.



THE MARRIAGE OF THE PRINCESS TO PRINCE ALBERT OF LIEGE IS ARRANGED FOR JULY 1.



ON A TERRACE OVERLOOKING THE PARIOLI SUBURB: THE PRINCESS HOLDING LILIES OF THE VALLEY.



A FRANK AND CHARMING PICTURE OF THE PRINCESS.

ROME: THE FIANCÉE OF THE HEIR PRESUMPTIVE OF BELGIUM: PRINCESS PAOLA RUFFO DI CALABRIA.

The engagement of Prince Albert of Liège, the Heir Presumptive to the Belgian throne, to the Princess Paola Ruffo di Calabria was announced last month. The wedding ceremony, which is arranged for July 1, will be celebrated by the Pope in the Pauline Chapel of the Vatican, and it will be the Pope's first solemnisation of a marriage since his accession. The Princess comes from one of the leading families of Southern Italy which

is said to be descended from one of the patrician families of ancient Rome. Her father was an Italian air ace in the First World War; he died in 1946. The Princess lives with her mother chiefly in Rome but she has travelled widely. In the recent controversy in Belgium over the place of the marriage, the popularity of the Princess, whose charm and beauty have been much admired in Belgium, has not been affected.

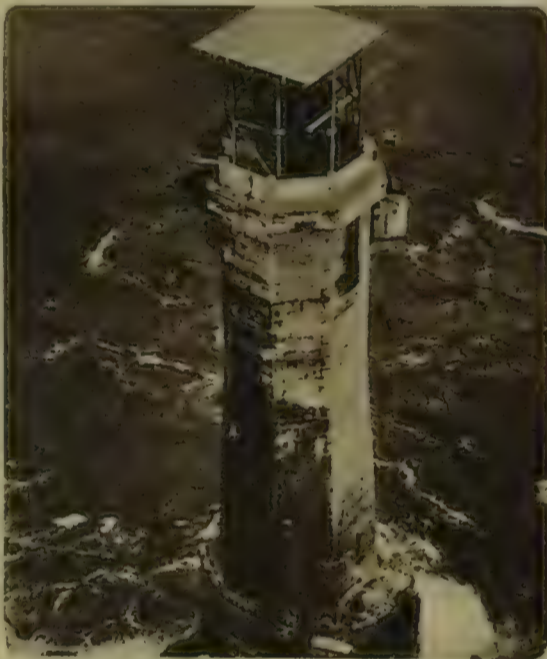
A WINDOW ON THE WORLD—IV.



BELGIUM. A "NAUTICAL" RESTAURANT AND TAVERN ON DRY LAND: THE NOVEL *NORMANDIE* HOTEL, RECENTLY OPENED ON THE COAST ROAD NEAR OOSTDUINKERKE. THE UNUSUAL ROAD HOUSE IS PROVING VERY POPULAR AND BOASTS A FINE RESTAURANT.



FRANCE. ON BOARD A NEW TRAIN WHICH WILL RUN FROM PARIS TO LILLE: THE BUFFET IN THE WELL-EQUIPPED REFRESHMENT CAR, WITH A SPECIAL RADIO-TELEPHONE. EIGHT TRAINS A DAY WILL BE RUN WITH FIVE FIRST-CLASS CARRIAGES.



OFF USHANT, FRANCE. TO SPEED THE REPAIR OF THE NIVIDIC LIGHTHOUSE, WHICH IS NORMALLY DIFFICULT OF ACCESS BY SEA, A HELICOPTER PLATFORM HAS BEEN BUILT SO THAT WORKMEN AND SUPPLIES CAN BE DELIVERED BY AIR.



NEW YORK, U.S.A. A LONDON LAMP-POST FOR A NEW YORK CITY GARDEN—AND MISS HERMIONE GINGOLD TO INTRODUCE IT. A Victorian gas-lamp, which stood until after the last war between Parliament and Westminster Abbey, has been erected in the garden of the British Book Centre on the Upper East Side; and on May 25 Sir Pier-son Dixon lit it.



HAMBURG, WEST GERMANY. UNROLLING AN AMERICAN "FLOWER CARPET"—A PRE-SOWN, PRE-FERTILISED ROLL OF FIBROUS MATERIAL, WHICH IS PEGGED DOWN ON A GARDEN BED AND SUBSEQUENTLY WATERED UNTIL THE SEEDS GERMINATE AND ROOT INTO THE SOIL BENEATH.



WISCONSIN, U.S.A. A RESTAURANT BAR STRIPPED DOWN TO THE ESSENTIALS—BAR AND BAR STOOLS—BY A TORNADO NEAR FAIRCHILD ON MAY 26. TWO OF THE SIX PERSONS IN THE BAR AT THE TIME WERE INJURED. A CASH-BOX CONTAINING 1200 DOLLARS WAS RECOVERED INTACT.



MUNICH, WEST GERMANY. THE *PRIMA DONNA* MARIA CALLAS, WITH A BUST OF HERSELF MADE BY PROFESSOR FRITZ BEHN (RIGHT), SEEN IN A MUNICH HOTEL. THE PROFESSOR HAS ALSO SCULPTURED CARUSO AND GIGLI.

THE GERMAN NAVY AT WAR.

"MEMOIRS: TEN YEARS AND TWENTY DAYS." By ADMIRAL DOENITZ.*

An Appreciation by SIR CHARLES PETRIE.

THIS is one of the more important works that have so far appeared with the Second World War as their subject. In the main it is written objectively, and its author was not only a personage of outstanding importance in the Third Reich but he is a naval officer of outstanding ability; the story of the U-boats is a fascinating one even to those of us who find it difficult to share the Admiral's enthusiasm for their commanders; and the threat which they constituted to the very existence of Great Britain in wartime can hardly be over-estimated. As a history of what the submarine was able to effect in the past this volume is invaluable, but, throughout, the question comes to mind of its possibilities in a future conflict: will nuclear power increase its usefulness along the lines of the late war, or will the functions of the submarine be completely transformed? As he lays the book down the reader's chief regret may well be that Admiral Doenitz does not express any opinion on this point. He is content to tell his tale, and—apparently—to let others point the moral, if moral there be.

After a short résumé of the submarine warfare in the First World War in which the author took part, he comes to the Anglo-German Naval Agreement of 1935, which he treats with much greater complacency than most British writers are wont to display. It is all very well to say that "Britain's acquiescence in the possession by Germany of 45 per cent., and in certain circumstances of 100 per cent., of British submarine tonnage instead of the 35 per cent. laid down for the other categories, did not therefore amount to anything very much in the way of concession": from the German point of view this may well have been the case, but the plain fact is that the British Government should never have made the Agreement at all. It was meant to settle an outstanding point of difference between Great Britain and Germany, but the circumstances in which it was made were, to say the least, unfortunate, quite apart from the fact that it implied another concession to Hitler's blackmailing methods, for, although the incident is not mentioned in these pages, he had nearly two months earlier informed London that he proposed to assemble twelve submarines "manufactured during the previous winter on the pattern of designs which had been drawn during the previous year." The negotiations had also been conducted behind the backs of France and Italy, while the convention itself was a direct violation of the Treaty of Versailles.

On the Admiral's own showing it enabled the German Admiralty to proceed openly with the construction of U-boats for the first time since 1918, while on the political side Mussolini naturally drew the conclusion that the British Government shared his respect for the teaching of Machiavelli, and so he went ahead with his plans for the conquest of Abyssinia. All this was bad enough, but what was worse was that a wedge was driven in between Great Britain and France at a moment when the international situation was such as to render it most important that they should work closely together, and the conclusion of this naval agreement was by no means without its effect upon the French attitude six months later when Great Britain became involved with Italy in the Mediterranean.

If Admiral Doenitz is more than a little disingenuous in his treatment of the Anglo-

German Naval Agreement, he casts truth to the winds when he writes:

If only in view of the very weak state of our naval power, then, war in 1939 should have been avoided at all costs. Whether, with the growth of German power, war with Britain could in any case have been avoided for very long is a question which no one can answer with certainty. I myself do not believe so. If before 1914 the other side found the existence of Bismarck's small German National State intolerable, it could hardly be expected now to tolerate the existence of the Greater-German Empire.

This is a complete travesty of the facts. Bismarck himself said that the "German Empire in alliance with Austria would not lack the support of England," and events proved him to be right: Anglo-German interests were at that time largely complementary, and they nowhere clashed; so the British Government welcomed the supremacy of Ger-

many on the mainland of Europe, and it was not until, after the fall of the Iron Chancellor, different counsels began to prevail in Berlin, that the two countries drifted apart.

On the other hand, when he sticks to his last the Admiral could not be better. With unerring skill he guides us through the complexities of the Norwegian campaign in 1940 when the U-boats proved useless owing to the unexpected impracticability of the magnetic firing of torpedoes in these northerly waters; he describes in detail the organisation and operations of the "wolf-packs" of submarines which did so much damage to Allied shipping in the middle of the war; and he displays equal candour in his account of the counter-methods devised by Britain and the United States, which by the summer of 1943 were proving highly successful:



DURING THE NUREMBERG TRIALS: LEFT TO RIGHT IN THE BACK ROW ARE: DOENITZ, RAEDER, SCHIRACH, SAUCKEL. IN THE FRONT ROW, LEFT TO RIGHT, ARE: GOERING, HESS, RIBBENTROP, KEITEL, KALTENBRUNNER.

These illustrations from the book "Memoirs: Ten Years and Twenty Days" are reproduced by courtesy of the Publishers, Messrs. Weidenfeld and Nicolson.

Reports came in bit by bit, and we eventually found that between July 20 and the beginning of August the appalling total of ten U-boats had been lost. The number of aircraft being used against the boats had been heavily increased so that they were now attacking in groups and, operating thus in unison, they had proved more than a match for the combined anti-aircraft fire with which we had hoped to frustrate them.

It was therefore no longer possible to fight our way through the Bay of Biscay by means of U-boat AA fire. The boats had to revert to the old method and dive as soon as their search receivers gave warning that they were detected. Only in this way could they hope to slip through to the open sea.

By this time Doenitz had become Commander-in-Chief of the German Navy, and henceforth he was an international figure of increasing importance until, for a brief space in the spring of 1945,

he may be said to have occupied the centre of the stage as Hitler's successor. By the time that he was in a position to influence policy it was too late, but he had no doubts about what German policy should have been:

Our gaze was fixed on the continental land battles. By winning these battles, it was thought, we could at the same time defeat British sea-power. That out there in the Atlantic a handful

of U-boats was being called upon to fight a battle that would decide the issue of the war was something that the continentally-minded German Government and High Command of the German Armed Forces were both, unfortunately, quite incapable of grasping.

Of the last months of the Third Reich the Admiral has little that is new to tell us. Like so many of his Service colleagues he assures us that he knew nothing of the existence of the concentration camps, and, needless to say, he is very bitter



THE AUTHOR OF THE BOOK REVIEWED ON THIS PAGE: ADMIRAL DOENITZ.

Karl Doenitz was born in Berlin in 1892, was commissioned an ensign in the Imperial German Navy in 1913, and served in a submarine division during the First World War. After repatriation in 1919 he resumed his naval career, and in 1939 became the chief of the German U-boat force. In 1943 he was made Grand Admiral and Commander-in-Chief of the German Navy. On the announcement of Hitler's death in 1945, Admiral Doenitz became his successor as Führer, and ordered the signing of the unconditional surrender terms to the Allies. One of the principal defendants at the Nuremberg trials, he was released from prison in 1957.



THE END: SPEER, DOENITZ AND JODL AFTER THEIR ARREST ON MAY 23, 1945. THE MEMOIRS OF ADMIRAL DOENITZ ARE THE SUBJECT OF SIR CHARLES PETRIE'S ARTICLE ON THIS PAGE.

on the consequences of unconditional surrender, though in this matter it cannot be denied that his views will have a good deal of support both in Great Britain and the United States. Apart from one violent quarrel he seems to have agreed fairly well with Hitler, though it may be doubted whether the Führer was much interested in naval affairs at this late stage of the war, and it is to his credit that he was on the worst possible terms with Himmler, who appears in these pages as a coward and a bully in almost equal proportions.

Finally, it says much for Admiral Doenitz that in this volume he makes none but the most dignified protest against the treatment which he himself received from the victors at the end of the war, though he must know that this treatment is now a cause of difference of opinion not only on both sides of the North Sea but also on both sides of the Atlantic. Unlike so many of those who were prominent in the Second World War the Admiral is also prepared to admit that he may on occasion have been wrong, for he writes, "I am very far from thinking that all the thoughts and actions I have described, when viewed in retrospect, were right." This is surely an original, if extremely refreshing, note, on which to end a volume of memoirs primarily concerned with the late war.

* "Memoirs: Ten Years and Twenty Days." By Admiral Doenitz. Translated by R. H. Stevens. Illustrated (Weidenfeld and Nicolson; £1 16s.)



IN AN ENGLISH GARDEN.



THE VERNALES PRIMULAS.

By EDWARD HYAMS.

spectacular. But the colours, from pale, papery Cambridge blue to a rich, dark Oxford, are exquisite. The colour presumably derives from the North Persian sub-species of *P. acaulis*, *heterochroma*, and it seems that to keep the blue in their polyanthus strains, seedsmen are obliged constantly to re-cross with blue primroses. These,

by the way, we have found apt to bloom a little all through the winter, if set in a warm spot. They seem never to die down and vanish for a winter rest like our native primroses. Possibly their native habitat is much colder.

which occur naturally on the north bank of our paddock; and the polyanthus and auriculas. This year the polyanthus have given us three full months of colour: the warm weather in February gave them an early start in March, and they are only just over—in early June.

None of these species really flourish or look their best in the open borders of small gardens. They do not like exposure to the sun and they do not lend themselves to formal tidiness. Our own use of them is copied from the famous feature under the big nut-trees at Sissinghurst Castle, a breathtaking spectacle until, a year or two ago, the lesser celandine and a mysterious "primula sickness" in the soil defeated even Lady Nicolson's horticultural genius. Neither of these disasters has occurred in our own coppice, which is not of nuts but, oddly enough, of morello cherry trees. This simply came into being of its own accord during wartime neglect, when we were not here. A few morellos, planted in a corner, threw suckers, as is the way of their kind, spread to colonise more land, and, growing too thick, forced themselves to grow exceptionally tall and slender. In this form they make a spectacle of such beauty in late April, when they flower, and again in August, when the masses of cherries are very dark mahogany red, that we left them so. And we have been rewarded; for the cherry brandy people readily buy the crop at a good price! It was beneath these trees that, having cleared the natural undergrowth of Queen Anne's Lace, Lords-and-Ladies, and coarse grass, we began to plant polyanthus, primroses, lily-of-the-valley, and a few martagons.

We grew the polyanthus and primulas from seed. There must be a couple of thousand plants by now. People stroll out from the village, nearly a mile away, to look at them on Sunday evenings, and it takes a strong lure to make a modern countryman walk a mile and back.

I take it that the modern strains of polyanthus are crosses of oxlips and *P. elatior*, a species, although seedsmen describe them as *P. elatior*. I am not sure about this, because there is also a race of coppery and reddish cowslips, which we grew years ago, and which has naturalised itself without any loss of colour diversity in the long grass of the shrubbery. At all events, when Rea first described polyanthus in the middle of the seventeenth century, they were coloured oxlips. The early growers of this plant cosseted it as carefully as they did its kinsplant, the auricula. They gave precedence to the gold-laced varieties, that is those with quite small flowers, red, with a lemon yellow edge to the petals. Modern strains are, of course, far more spectacular: most of ours grow a foot or more tall, and bear great heads of flowers, some of which are as much as 2 ins. in diameter and are held firmly aloft on stout stalks. Colours, beginning with pure white, range through all conceivable yellows and oranges to scarlet, crimson, purples, true blues, and something which is very near to being a velvety black.

We have paid special attention to the blues. The seeds are twice as dear as the others, the plants rarely as large, the flowers rarely as tall or



MR. EDWARD HYAMS, WHO HAS SUCCEEDED MR. CLARENCE ELLIOTT AS THE WRITER OF "IN AN ENGLISH GARDEN." Mr. Hyams, who was born in 1910, is the author of many novels and a number of books on plants, fruit-growing, and especially viticulture in England. Among his best-known novels are "Sylvester" and his last, "Taking It Easy"; and on horticultural and related subjects "The Speaking Garden." He is at present engaged on a major work on varieties of fruit. He has travelled widely in France, Southern Europe and North America; and served during the war with the R.A.F. and later in the Royal Navy as an officer in the R.N.V.R. Flying and riding are among his many interests.



PART OF THE MORELLO CHERRY COPPICE IN MR. HYAMS' GARDEN IN KENT, WITH SOME OF THE MANY HUNDREDS OF POLYANTHUS PLANTS IN FULL FLOWER. A LITTLE CHERRY BLOSSOM CAN ALSO BE SEEN.

Photograph by Douglas Weaver.

Some varieties or species of this Vernales group of primulas, not to mention those in other groups, do not really lend themselves to such schemes of "wild" planting and semi-naturalisation as ours. We tried, for example, *P. "Garryarde Guinevere,"* which has copper foliage and flowers of a curious pinky-mauve shade. But it is too small a plant to compete with the burly modern polyanthus strains, and we subsequently shifted it to a place of its own. The same is true of the purple *P. "Wanda,"*; its habit is too low and humble, and it is lost among such tall neighbours. As for some which are easy to grow and belong outside the Vernales group, such as *P. denticulata*, its shape and habit, although it is certainly tall enough, do not "go with" the others, either in the matter of colour or form.

If we confine ourselves to primulas of the Vernales group it is not for want of taste or trying. They are the only ones which, in the absence of a stream, a pond, or at least a very damp and shaded spot, will prosper in our dry East Kentish climate. A few of the "Candelabra" primulas look as if they may consent to grow in a narrow, completely sunless border against the north wall of the house, where we have also planted camellias. But, although there must be exceptions to this, it is a sound rule to grow only such plants as like the conditions one can give them. And in this case we really ought not to grumble, for the Vernales group offers a wide range of kinds and colours. Thus, this year for the first time we are raising *sibthorpii* primroses from seed, the sub-species with red and pink flowers. The idea is to plant them, together with some blues, among the wild primroses which grow on the north-facing bank I mentioned above, and which also produces an occasional oxlip. It will be interesting to see what happens, and to watch for oddities among the self-sown seedlings in a year or two.

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THE QUEEN AT CHELSEA; AND HIGHLIGHTS OF A GREAT EXHIBITION.



A DRAMATIC PRESENTATION OF CACTI AND SUCCULENTS, STAGED BY THE WORFIELD GARDENS (GENERAL SIR OLIVER LEESE). THIS EXHIBIT AT CHELSEA WON A SILVER-GILT FLORA MEDAL.



AN UNUSUAL AND STRIKING PRESENTATION OF ROSE VARIETIES BY MESSRS. C. GREGORY AND SON, LTD., OF BEESTON, NOTTS. THIS ALSO WON A SILVER-GILT FLORA MEDAL.

THE Chelsea Flower Show, which opened to the Fellows on May 26 and to the public on May 27, was visited on May 25 by the Queen and the Duke of Edinburgh and by other members of the Royal family. The Queen's visit was in the evening and she and Prince Philip were shown round by the Queen's uncle, the Hon. David Bowes-Lyon, who is President of the Royal Horticultural Society. In the big marquee she was met by Princess Margaret, who had arrived a little later. The other members of the Royal family who saw the exhibits included the Princess Royal, the Duchess of Kent and Princess Alexandra of Kent. There is a general belief that every Chelsea is better than the last; and certainly this show has given an impression of immense variety, together with the highest standard of cultivation, brilliantly presented. Other photographs of some of the exhibits appear overleaf.

(Right.) DURING THE ROYAL VISIT: H.M. THE QUEEN ADMIRING THE WHITELEGG ROCK GARDEN, WHICH WON A GOLD MEDAL. ON THE RIGHT IS THE DUKE OF EDINBURGH WITH THE QUEEN'S UNCLE, THE HON. DAVID BOWES-LYON, PRESIDENT OF THE R.H.S.



PART OF CARTERS TESTED SEEDS' GOLD MEDAL EXHIBIT: IN THE FOREGROUND, TEN-WEEK STOCKS WITH SALVIAS AND SCHIZANTHUS ABOVE.



MESSRS. BLACKMORE AND LANGDON, OF BATH, WON A GOLD MEDAL FOR THEIR BEGONIAS AND DELPHINIUMS, OF WHICH THE TUBEROUS AND PENDULA BEGONIAS ARE SEEN HERE.



THE TIMES "GARDEN OF TO-MORROW": A PLEASANTLY ARRANGED EXHIBIT, DISPLAYING A GREAT VARIETY OF LABOUR-SAVING AND AUTOMATIC DEVICES—AND WHICH WON A GOLD MEDAL.



THE GOLD MEDAL EXHIBIT OF THE ROYAL BOTANIC GARDENS, KEW, WHO CELEBRATE THIS YEAR THEIR 200TH ANNIVERSARY. IT INCLUDED BANANAS AND THE VICTORIA REGIA WATERLILY.

FROM VICTORIA REGIA TO A RADIO-CONTROLLED LAWN-MOWER: GOLD-MEDAL GARDENS OF

At the Press luncheon before this year's Chelsea Flower Show the President of the R.H.S., the Hon. David Bowes-Lyon, expressed the opinion that Britain should do more in future to exhibit at the great horticultural shows abroad; and pointed out that this could not be done without some financial support. British exhibits created a great impression at the recent International Floriales

in Paris; and it has been interesting to see at Chelsea this year exhibits from Belgium, Holland and West Germany. There has been an increase in the outdoor displays of formal and informal gardens, which has included two elaborate and gold-medal-winning rock gardens by Mr. George Whitelegg and by Gavin Jones Nurseries Ltd., a rhododendron and azalea garden by



WHERE TWO MOUNTAIN STREAMS MEET IN A POOL: THE ELABORATE ROCK GARDEN STAGED BY THE GAVIN JONES NURSERIES OF LETCHWORTH—WHICH WON A GOLD MEDAL.



THE GOLD MEDAL EXHIBIT OF A WOODLAND GARDEN, PRINCIPALLY OF RHODODENDRONS AND AZALEAS, FROM THE FAMOUS EXBURY GARDEN OF MR. EDMUND L. DE ROTHSCHILD.

TODAY AND TOMORROW AT A BRILLIANT CHELSEA SHOW—IN KEW'S BICENTENARY YEAR.

Mr. Edmund L. de Rothschild of Exbury; and the "Garden of To-morrow," staged by *The Times*. This last, designed by Mr. George Whitelegg in collaboration with the *Gardeners' Chronicle*, was planned to show off all the modern devices which can make gardening easier. Some of these are immediately practical, like the thermostats which can adjust the temperature of green-

houses and the automatic spraying and misting devices which control their humidity; others are rather pointers to the future, like the radio-controlled electric lawn-mower which can be seen in the left foreground of the picture. In the great marquee the nurserymen excelled with exhibits which seemed to confound the seasons, tulips appearing side by side with dahlias and gladioli.



ABOUT TO CONDUCT THE ORCHESTRA HE HELPED TO FOUND: SIR ADRIAN BOULT WITH THE CITY OF BIRMINGHAM SYMPHONY ORCHESTRA AT THE FESTIVAL OF ENTERTAINMENTS.

The City of Birmingham Symphony Orchestra was first put on a permanent basis in 1924 with Sir Adrian Boult as its director. Here Sir Adrian is seen on May 11 at his first concert since his return to his old post in succession to Mr. Andrzej Panufnik. There had been a strong musical tradition in Birmingham for a hundred years before the orchestra was founded under the auspices of the Corporation, and it has steadily grown in reputation, especially

for its commissioning and performance of new works. Mr. Panufnik, who resigned in order to devote himself to composing, was preceded in his post by Mr. Rudolph Schwarz, who is now the conductor of the B.B.C. Orchestra. The orchestra has grown steadily since its establishment and it serves a wide area of the chief towns from Bristol to Leicester. One of its most interesting uses is that it is employed by the Birmingham Education Committee in

sections to visit about 600 schools in the city; they play for school festivals and give full concerts for the children so that in this way they are building an ever-increasing educated audience for the future. They are also invited by industrial concerns to give special concerts to workers in industry and commerce. Thus its influence spreads far beyond the Birmingham Town Hall and is firmly established as part of the city's normal life. The festival of

entertainment has now become an annual event in which the orchestra takes a central role. Our picture shows Sir Adrian Boult at the opening concert of this year shaking hands with the leader of the orchestra. Sir Adrian is supported by Mr. Meredith Davies and Mr. Harold Gray, who are the associate conductors. The orchestra has been the subject of an endowment appeal in 1955 and encourages support through its members society.

Specially photographed for "The Illustrated London News" by Houston Rogers.



A PAGE FOR COLLECTORS.

By FRANK DAVIS.

A SILVER EXHIBITION

laurel leaf and husk borders. The sides of the caskets and boxes are decorated with applied laurel festoons and a lower band of shells and acanthus foliage. In the centre of the lid is an applied cipher. In addition, there is a pair of candlesticks and a pair of hexagonal scent bottles.

None of the pieces is marked but the resemblance between this service and the Lennoxlove service, now in the Royal Scottish Museum, Edinburgh, which bears the Paris hallmarks, is so close that it is difficult—some will say impossible—to resist the conclusion that the two services are of about

full flood of neo-classicism. Indeed, some of us might go even further and, failing a hallmark, wonder whether these sauce-boats were not the work of some unknown and exceptionally gifted designer in Paris fifty or sixty years ago. I am sure I could make out a good case for them as highly competent and exceptionally charming examples of *art nouveau* at its best before that style dissolved into insane extravagancies; all of which shows how unwise it is to try to regiment typical styles of the past into academic pigeon-holes. This is part of a service—four of these boats, four ladles, and two pairs of stands—originally made for that "amiable and extravagant peer without any particular talent except for conviviality," Charles Manners, fourth Duke of Rutland, who, none the less, had sufficient political acumen to oppose the taxation of the American Colonies.

WHILE exhibitions of paintings are so numerous that it is next to impossible to keep pace with them, and one is occasionally, though rarely, invited to a well-staged show of porcelain or furniture, it has never been the custom for dealers in old silver to arrange special displays with all that means in the way of catalogues, invitation-cards and the gradual build-up over several months of a suitably varied stock. As specialists in silver have found by experience that they can avoid starvation not unsuccessfully without putting themselves to all this trouble, it is not surprising that we rarely have the opportunity of browsing around among a wide range of good silver pieces with a printed catalogue in our hand giving precise details. Catalogues can be comforting to the diffident and can save many a beginner from a display of ignorance.

The last special silver exhibition at any of the dealers which I remember—I am not, of course, referring to the magnificent loan exhibitions at Goldsmiths' Hall—must have been about twenty-five years ago when Crichton Bros., then in Old Bond Street, showed a remarkable series of pieces by Paul de Lamerie. Here with a note about an exhibition nearly all of English silver, from the mid-17th century down to the 1840's, which opens at Thomas Lumley's on Monday next, closes on Saturday, June 13, and which many besides myself



FIG. 1. (Left) A BOX FROM THE LENNOXLOVE SERVICE NOW IN THE ROYAL SCOTTISH MUSEUM, EDINBURGH, BEARING THE PARIS HALLMARKS. (Right) SHOWING A REMARKABLE SIMILARITY TO THE LENNOXLOVE PIECE: PART OF A DRESSING-TABLE SERVICE FROM THE DUKE OF DEVONSHIRE'S COLLECTION AT CHATSWORTH, SOLD AT CHRISTIE'S LAST YEAR, AND TO BE EXHIBITED AT LUMLEY'S. THE PIECE BEARS NO HALLMARKS, BUT ITS RESEMBLANCE TO THE OTHER BOX PRESENTS, IN MR. DAVIS' WORDS, "A VERY PRETTY PROBLEM IN EXPERTISE."

In this, as in other notes concerning the original owners, the catalogue is informative and entertaining, sliding off when the opportunity occurs into odd details and quoting authorities whose pomposity sounds even odder by the standards of to-day. A very good silver-gilt inkstand of 1817, for example, decorated in an elaborate classical design of scrolling plants and acanthus leaves, belonged to the first Duke of Cleveland of the second creation (1833) who, we are gravely informed, always had his wine-glasses made without a foot so that they would not stand—obligatory no heel taps. This is followed by a quotation from "The Complete Peerage": "It is a cause of wonder that the head of the historic house



FIG. 2. MADE IN 1723, PROBABLY BY FRANCIS NELME, LONDON: A GEORGE I COFFEE-POT, WHICH IS ALSO FROM THE EXHIBITION OF OLD SILVER.

will find enjoyable. While the majority of the forty or so items described in the catalogue are rare enough, though the normal type of domestic silver, one—the only foreign example—is extremely grand and imposing and presents a very pretty problem in expertise, the gist of which is indicated in a very summary manner in Fig. 1; the two boxes shown there deserve close attention.

The one on the right is one of four circular boxes—two pairs, one of them 3½ ins., the other pair 5 ins. in diameter—from the silver-gilt dressing-table service from the Duke of Devonshire's collection at Chatsworth sold at Christie's last year for £7000. The other items in the service are an oblong mirror, the border chased with acanthus foliage and with projecting husk festoons, a pair of large caskets, a pin-cushion casket, an oval rose-water dish, a pair of octagonal stands. All these are chased with scrolling acanthus foliage with

the same date (i.e., 1675) and from the same stable. A box from this famous Lennoxlove service, purchased for £17,000 in 1954, is illustrated next to the Chatsworth piece so that readers can judge for themselves. There seem to be no other sets recorded, other than these two, of a similar design. This one finds a mention in the 1828 inventory of Devonshire House, London, but, apart from that, was unknown until it appeared in the auction-room.

After so much grandeur it may be a relief to turn to something as simple as a perfectly plain sugar bowl, Dublin 1730, or a London beaker of 1727, or a teapot of the same year of the type called "bullet," with a very simple engraved ornamental band round the top, or a plain, pear-shaped teapot of 1716, or—what I always consider

the classic type of coffee-pot which no later designer in the course of 250 years has so far improved upon—the plain octagonal with domed cover surmounted by an acorn knob and an octagonal swan-neck spout (Fig. 2—by Francis Nelme, London 1723).

Of the later years, I thought the sauce-boat of Fig. 3—London, 1780—a highly original design (indeed, it probably seemed eccentric and daring at the time it was made); it sounds merely absurd to write down that these sauce-boats (the illustration is of one of a set of four) are formed as shells with sea nymphs as handles and resting on dolphins, shells and rocks; for this bald and accurate description conveys nothing of their nicely-modulated curves. I think that most of us, not knowing their date beforehand, would be tempted to make a guess at somewhere perhaps in the 1750's rather than thirty years later in the



FIG. 3. PART OF A GEORGE III SERVICE: A SAUCE-BOAT OF ORIGINAL AND CHARMING DESIGN, MADE FOR THE FOURTH DUKE OF RUTLAND IN LONDON, 1780.

of Vane of Raby . . . should have so prided himself on a bastard descent from an infamous adulteress that, when he obtained a step in the Peerage, he changed his title to that of Cleveland, a peerage conferred on his notorious ancestress as the actual wages of her prostitution," and much more, no less eloquent and to the same effect. Let it be remembered to the credit of this lively snob that, on taking over the former mistress of Thomas Coutts, the Banker, he married her; and so the market-gardener's daughter, Elizabeth Russell, became a duchess and lived happily ever after.

If this and some others are too richly ornamented for the taste of everyone, I would recommend—in addition to the plain pieces already mentioned—an austere Commonwealth tankard of 1653 and a smooth, circular silver dish of 1686.

AN ARCHÆOLOGICAL MISCELLANY: SPINA, SPERLONGA, SUNIUM AND SUMER.



PERHAPS A REPLICA OF THE CULT STATUE OF THE JULIAN-CLAUDIAN IMPERIAL FAMILY: A RELIEF OF VENUS GENETRIX, RECENTLY FOUND IN TIBERIUS'S GROTTA AT SPERLONGA.
The latest of the discoveries by Professor Giacomini at the famous Grotto of Sperlonga (see our previous issues of October 26 and December 28, 1957) is this relief of Venus and Cupid. It is of mixed style, the goddess being in a classicising Praxitelean style, the Cupid Hellenistic, and it is seemingly unfinished, or a copy of an unfinished work. Professor Giacomini puts forward the interesting theory that it is a copy made for Tiberius of the statue of Venus Genetrix (the ancestress of the Julian-Claudian gens) made for Julius Cæsar by Arcesilaus but never completed.



THE FAMOUS 11-FT.-HIGH KOUROS OF SUNIUM, NOW AT ATHENS, AND RECENTLY COMPLETED WITH AN ADDITIONAL TRESS OF HAIR—ARROWED.
In 1906 the colossal *Kouros* was unearthed at Sunium. In the '20's a young tourist at Sunium picked up a 7-in.-long fragment of marble which he assumed to be an architectural moulding; and he kept it as a memento. Quite recently this tourist was looking at a photograph of the *Kouros* (which showed a gap in the tresses below the left ear) and it occurred to him that the shape of this gap was familiar. While he was in Athens the test was made, the fragment fitted, was handed over and the statue restored. How many other visitors to antique sites, we wonder, have missing fragments of famous statues among the mementoes of their visits?

(Right.)
THE SUMERIAN EQUIVALENT OF THE LORD'S PRAYER ON A SIXPENCE: THE LAMENT OF INNANNA ON A TABLET THE SIZE OF A SHILLING. (Actual size.)

This tiny inscribed fragment, one of several found at Lagash over sixty years ago and now in the Louvre, has just been read (with the aid of a photograph 56 times enlarged) by Professor Samuel Noah Kramer, of the University of Pennsylvania Museum. He suggests that the scribe of 3500 years ago used double hollow reeds to focus his eyes while making the tiny characters, much as the goddess Nanshe is supposed to have examined the earth. Part of the lament reads: "My Queen, oh her heart! Oh, her heart! Innanna, oh, her heart! Oh, her heart! The princess, her heart cries out in tears, her heart cries out in tears and wails..."

(Right.)
AN ENLARGED PHOTOGRAPH OF THE TINY FRAGMENT ON WHICH THE SUMERIAN SCRIBE, WITHOUT THE AID OF A MAGNIFYING GLASS, HAD INSCRIBED 144 CHARACTERS IN SOME THIRTY LINES.



PICKED UP BY A YOUNG TOURIST AT SUNIUM SOME THIRTY YEARS AGO, KEPT AS A MEMENTO, AND ONLY RECENTLY RECOGNISED AS PART OF THE HAIR OF THE SUNIUM COLOSSUS.



ONE OF THE OLDEST REPRESENTATIONS OF GREEK TRAGEDY: A NEWLY-FOUND ATTIC RED-FIGURE BELL-CRATER OF 460-450 B.C., SHOWING ACTORS IN A SCENE.
This vase was found at Spina in May 1957 and it has now been studied by Signorina Giuliana Riccioni (of the University of Bologna) in association with Sir John Beazley; and they believe that this side shows an actor (left) and a member of the chorus. The latter, dressed as a Mænad, wears the *chiton*, *nebris*, *kothoroi* and a mask with a *sakkos*, and is dancing. The actor is more doubtful but is wearing a *chiton*, a short *himation* and probably *kothoroi*; and is carrying a mask in his left hand. It is possible this figure represents the young Dionysos in Æschylus's satiric play, *Isthmiasai* in which he is called *gynnis anakis*—i.e., an impotent womanish weakling. The other side of the vase shows Eos (the dawn) with the young Tithonos.



THE WORLD OF SCIENCE.



RISES AND FALLS IN YOUNG BIRDS.

By MAURICE BURTON, D.Sc.

BY the end of May the breeding season for birds has reached its peak. In many species the fledglings are off the nests or have left the parents' care entirely. Some birds lay a second clutch in the season, a few may go on to a third, or even a fourth or fifth. In few species is only one egg laid, and in most the number is four or five to a clutch and in some the number may be anything up to a dozen. Striking a rough average of four to five eggs in a clutch, we can say that each year in spring the populations are doubled, yet by the autumn of each year we seem to be back where we started.

Censuses made a few years ago lead to the conclusion that the heaviest mortality among young birds occurs during the first three months of life. It amounts then to about 70 per cent. To the casual observer there seems to be a very heavy mortality before the young leave the nest. This is chiefly because we are influenced by what we see in our gardens. There we find eggs taken or nests damaged, or fledglings killed, but it is in gardens and in the vicinity of houses that rats and cats make their heaviest ravages. Taking the countryside as a whole, the losses before the young birds leave the nest are only a few per cent., and the bulk of the 70 per cent. loss is incurred after they leave the nest.

On more than one occasion, after reciting these details in the course of conversation, I have been asked the obvious question: what are the causes of this high mortality? It may be that somebody knows the precise answer. If so, I am unaware of it, but I have tried mainly by casual observation to arrive at it.

Probably the best documented analysis of mortality in animal populations has been made for insects. Out of 10,000 caterpillars of the large cabbage white butterfly only 32 survive, on average. Causes of death, in round figures, are 60 per cent. from disease, 35 per cent. from attacks by parasites and 4.2 per cent. eaten by birds. The percentage accounted for by birds seems low, but we have to remember that these figures are for mortality in the early stages of the life of the butterfly. Birds probably rank as the largest single cause of death among adult insects.

It is unlikely that any direct comparison can be made between caterpillars and young birds, but the final result in both cases will include a high percentage of deaths from predators. For birds, on the other hand, the other two major causes are likely to be food and accidents. It would, however, be difficult to sort out precisely how far each of these operates. Thus, many young birds will fall victims to owls and hawks, to foxes and stoats. There are also the occasional predators, such as squirrels, jays, magpies and others that normally rely on a widely-mixed diet. Even the great tit has been known to kill birds its own size, although it does not make a practice of this.

Under the heading of accidents would be included physical injuries, largely due to inexperience. That such things do happen seems evident, but to what extent is difficult to judge. We are all too familiar with dead birds lying on our highways. They represent the penalty paid for misjudging the speed of an oncoming motor-car. Not infrequently, also, we find birds with

broken necks, wings or legs, from flying into telegraph or telephone wires. Both these forms of casualty are the consequence of human settlement, and despite the fact of their being so obvious to us they probably represent a small percentage of the total losses from accident. Away from the immediate vicinity of human buildings and roads it is rarely that one finds injured birds, but they do occur and sufficiently often to suggest that in their early experiences of flying young birds misjudge distances or fail to see obstacles in the form of twigs and bushes.

provided they are given adequate space and as nearly a natural habitat as possible, correct feeding is the most important factor in their health and contentment. Correct feeding must take account not only of the natural foods they would take if wild and at liberty to choose, but also of the season and of variations in individual taste, or, what we should call in human beings, their fads.

If we consult any well-informed book on the diet of a given species of bird, we find a long list of items that enter into their diet. Take the common jay: its food, as shown by direct observation and from the examination of twenty-three

stomachs, includes acorns, peas, beech mast, potatoes, corn, nuts, a variety of fruits and berries, young birds, adults of smaller birds, eggs, mice, snails, slugs, earth-worms, spiders and a very long list of insects and their grubs. It by no means follows that all jays will eat all these at all times. Acorns are eaten especially in autumn and eggs in spring. These are bound to be seasonal. But there are individual preferences, and my experience is that there are times when a bird will refuse a particular food which for a few weeks past it has taken with avidity. Indeed, it will sometimes go hungry rather than take it, if nothing else is offered.

If this can happen in the adult, it may apply with greater force in the juvenile. And there is another factor to be linked with it. In hand-rearing a brood of fledglings from the same nest, one of them will suddenly learn to feed itself while the others still wait to be fed. It is a common observation that the same thing happens in the wild. Extreme examples may be seen in which fledglings, long past the time when they should be finding their own food, are still soliciting from the parents or even trying to take food from their beaks. The parents respond by pecking the youngsters to drive them away.

We can imagine a situation in which a young bird, backward in learning to feed itself, is driven out by the parents on to the hard world. We can also imagine a brood, having been fed more particularly on one food, perhaps one kind of caterpillar, leaving the parents with a knowledge of only that one food. This kind of caterpillar becomes scarce and the young bird has to learn to find a substitute. The permutations and combinations that can be made from innate back-

wardness in learning to feed, or learning about food, variations in supplies of particular foods, individual fads or tastes, competition between members of a temporarily swollen population for available supplies, could lead to malnutrition. Lack of food, or shortage of the correct foods, can dull the senses, depriving the bird of that split-second speed of reaction so important in escape from enemies. It may also lead to a greater susceptibility through a lowered vitality to exposure to weather, to resistance to disease and to competing effectively with its fellows. The results of these are too subtle for precise observation, but it is a fair deduction that much of the 70 per cent. infant mortality among birds may spring from individual behaviour in the matter of food, resulting in the slowing down of reactions or in actual disease.



LOOKING OUT ON THE WORLD DURING THE CRITICAL MONTHS OF ITS LIFE, WHEN IT MUST LEARN TO AVOID ACCIDENTS AND FIND ITS OWN FOOD: A FLEDGLING SONG-THRUSH A FEW HOURS AFTER LEAVING ITS NEST. DR. BURTON DESCRIBES ON THIS PAGE THE HAZARDS FACING YOUNG BIRDS, ANIMALS AND INSECTS.



FRIGHTENED FROM ITS NEST PREMATURELY: A YOUNG CHAFFINCH, WHOSE BROTHERS AND SISTERS ARE STILL IN THE NEST. IN THESE CIRCUMSTANCES THE PARENT BIRDS ARE LIKELY TO LEAVE IT TO ITS FATE. (Photographs by Jane Burton.)

But an injured bird in the wilder parts of the countryside is likely to be quickly and mercifully despatched by a predator, if not by members of its own kind.

This is one way in which there is an overlap between death from predation in the strict sense, and death from accident. There is no doubt that predators such as hawks and owls will take healthy and promising fledglings, and adults too, but they also must take many already doomed by accident. And predators must also enter into the zone of mortality which is basically caused by food.

In estimating the survival value of food and feeding habits it is necessary to start with certain firm observations and then use imagination to interpret the rest. It is my experience that when keeping members of wild species in captivity,

THE EDUCATION OF BRITISH YOUTH—XXXIII.
SHAWNIGAN LAKE SCHOOL, VANCOUVER ISLAND.



A VIEW OF THE SCHOOL FROM THE CLASSROOM BUILDING. THE SCHOOL IS AT THE NORTHERN END OF THE LAKE AND SURROUNDED BY FIR-CLAD HILLS.



THE CLASSROOM BUILDING (BACKGROUND) AND THE CHAPEL (RIGHT). FOUR MILES FROM THE SEA, THE SCHOOL IS SOME 30 MILES NORTH OF VICTORIA.

Shawnigan Lake School was founded in 1916 and is a noted Canadian independent school. It is situated north of Victoria, Vancouver Island, at the northern end of Lake Shawnigan, amid fir-clad hills, while only four miles away is the sea. The founder was the late C. W. Lonsdale, an Old Westminster. Until 1926 the school, known as Lonsdale's, flourished, and then came a disaster. The entire main building was destroyed by fire. Not to be deterred, Mr. Lonsdale

set about rebuilding immediately, and within two years the main building, chapel and Copeman's House had been built—with the aid of the boys. During this difficult period, the gymnasium became of more than normal importance. It was partitioned, and used for classes, dormitories and for dining requirements. In 1928 the school was incorporated under the Societies Act as Shawnigan Lake School.

Specially drawn for "The Illustrated London News" by Edward Goodall.

SHAWNIGAN LAKE SCHOOL: A VIEW OF THE MAIN BUILDING OF THIS NOTED CANADIAN SCHOOL, SET AMONG FIR-CLAD HILLS NORTH OF VICTORIA, BRITISH COLUMBIA.



When Lonsdale's School (later Shawnigan Lake School) opened in 1916, it boasted no more than six pupils. By the time of the school's great fire in 1926 the numbers had risen to ninety-two. Following the school's Phoenix-like re-emergence from the ashes, the number of boys continued to increase, and to-day stands at 170, with a long waiting list for entry. Mr. Lonsdale, the founder, retired in 1952, and was succeeded by Mr. G. P. Kaye, an Old Reptonian.

Six years later, Mr. Kaye became Executive Director of the Canadian Foundation for Independent Schools, and was succeeded by the present Headmaster, Mr. E. R. Larsen, one of Mr. Lonsdale's old boys and a graduate of Oxford University. The school has achieved a notable record of academic success, and Old Boys occupy leading positions in Canada, the United States and other parts of the world. The buildings of the school are set in a spacious garden,

Specially drawn for "The Illustrated



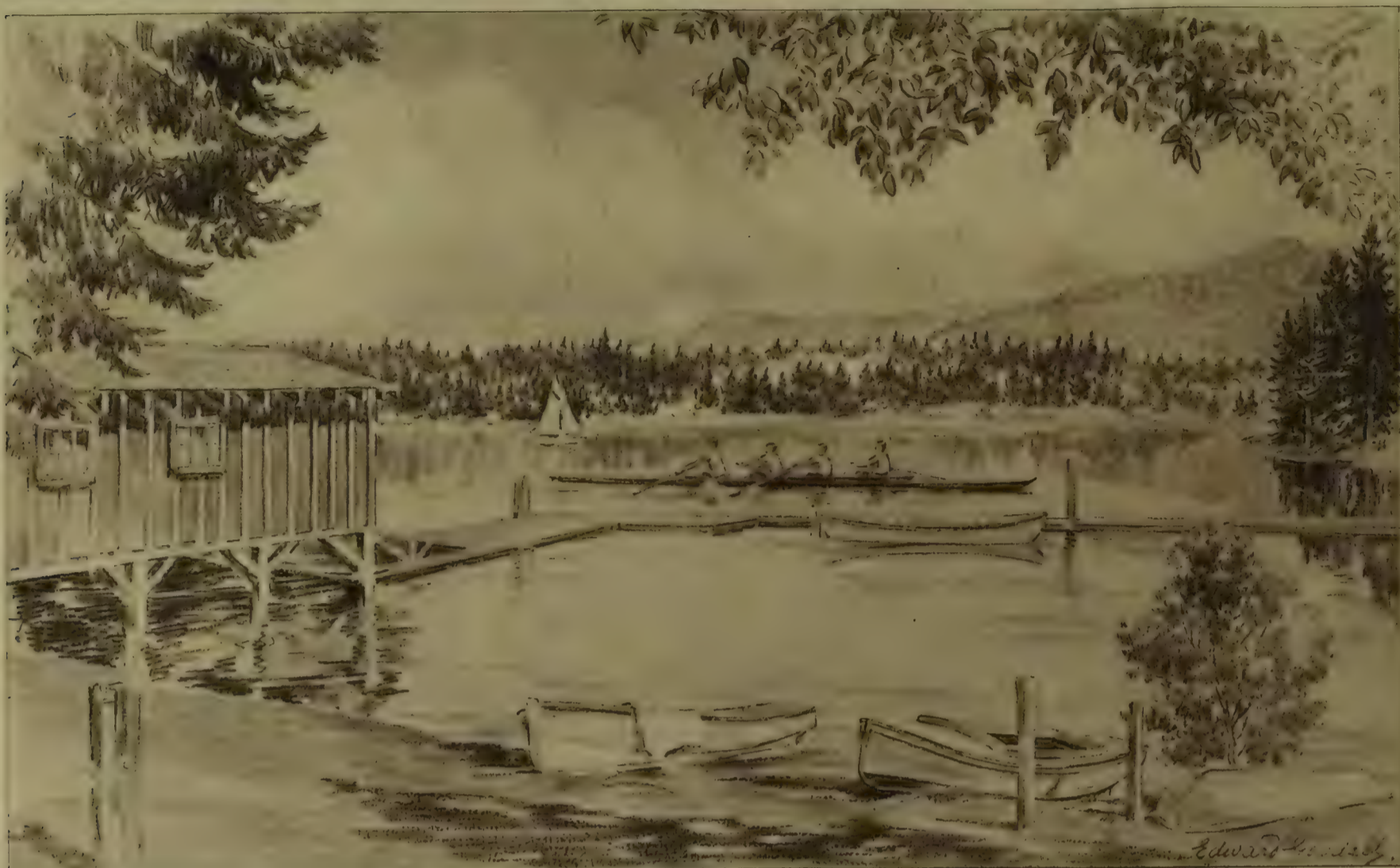
Edward Goodall

attractively laid out with lawns and rockeries, and the entire property covers an area of 150 acres, giving plenty of space for games and outdoor activities. The grounds extend to the shore of the lake, where good boating and swimming facilities are provided. In the school's main building are three boarding houses—Ripley's, Lake's and Groves'—the Big School assembly hall, dining rooms and resident staff quarters, while Copeman's House, the Chapel, the Hobby Shop

and gymnasium are each separate buildings. A new classroom building is under construction and was due to be completed by the middle of this year. It contains, besides classrooms, a room for religious instruction, an art room, and laboratories for physics, chemistry and biology. The religious instruction given is in accordance with the principles of the Anglican Church of Canada, and besides Chapel services on Sundays, daily prayers are held each morning.

London News" by Edward Goodall.

SHAWNIGAN LAKE SCHOOL: THE HOBBIES SHOP AND THE LAKE.



A VIEW ACROSS SHAWNIGAN LAKE: BOYS ROWING IN ONE OF THE SCHOOL "FOURS." THE SCHOOL GROUNDS REACH DOWN TO THE LAKE.



THE HOBBIES SHOP, WHERE ACTIVITIES INCLUDE WOOD- AND METAL-WORK, MODEL CONSTRUCTION, NATURAL HISTORY AND PHOTOGRAPHY.

Shawnigan Lake adjoins the grounds of Shawnigan Lake School, thus providing excellent opportunities for swimming, rowing and sailing. The school owns a fleet of rowing and sailing boats, and as soon as a boy has passed the necessary swimming tests he can be initiated in the art of sailing. In connection with the Royal Canadian Sea Cadet Corps and the Canadian Navy League the School has a training corps, the R.C.S.C.C. *Cougar*, membership of which is open to

boys of fourteen and over. Members are given special training in seamanship, and other nautical disciplines by trained officers. While the school aims in its academic work at giving boys the opportunity of entering any of the Canadian or United States universities, the out-of-school activities cover a wide range. Numerous hobbies can be pursued in the Hobbies Shop, and both athletics and games also play an important part in school life.

Specially drawn for "The Illustrated London News" by Edward Goodall.

PERSONALITIES AND OCCASIONS
OF THE WEEK.PEOPLE IN THE PUBLIC EYE
AND EVENTS OF NOTE.

PAKISTAN'S HIGH COMMISSIONER:
LT.-GENERAL YOUSUF KHAN.
Lieut.-General Mohammed Yousuf Khan arrived in London on May 31 from Karachi to take up his appointment as the new High Commissioner for Pakistan. Lieut.-General Mohammed Yousuf Khan, who is a keen polo player, was formerly High Commissioner to Australia and New Zealand. He will be joined later by his wife and two young daughters.



THE VICTOR IN THE SINGAPORE ELECTIONS: MR. LEE KUAN YEW.
Mr. Lee Kuan Yew, whose party, the left-wing People's Action party, won an overwhelming victory in the Singapore general election on May 30, was the leader of the Opposition in the last Assembly. He will probably become the first Prime Minister under the new constitution. Mr. Lee Kuan Yew was educated at Cambridge.



TO BE GOVERNOR OF TASMANIA: LORD ROWALLAN.
Lord Rowallan, who has been Chief Scout of the British Commonwealth since 1945, will succeed Sir Ronald Cross—whose term of office ended last August—as Governor of Tasmania. Lord Rowallan, who is sixty-four, was educated at Eton and had a distinguished record in both world wars. He has a wide knowledge of the Commonwealth, having travelled extensively as Chief Scout.



A SOUTH-EAST ASIA APPOINTMENT: SIR DENIS ALLEN.
It was recently announced from 10, Downing Street that Sir Denis Allen had been appointed Deputy Commissioner for South-East Asia. Educated in New Zealand and at Cambridge, Sir Denis Allen entered the Diplomatic Service in 1934. Since 1956 he was Deputy Under-Secretary at the Foreign Office—a post traditionally known as that of "chief clerk."



A SOCIALIST M.P.: THE LATE MR. PERCY SHURMER.
Mr. Percy Shurmer, Socialist Member for Sparkbrook, Birmingham, for the past fourteen years, died on May 29, at the age of seventy. Educated at the British and St. Paul's Schools in Worcester, Mr. Shurmer played an important part in local government and politics in Birmingham, and at Westminster was well known as a fluent back-bencher.



THE AMATEUR GOLF CHAMPION: THE U.S. PLAYER, MR. D. R. BEMAN, HOLDING HIS TROPHY.
On May 30, at Sandwich, Mr. Deane R. Beman—who is only twenty-one—defeated his fellow U.S. Walker Cup team-mate, Mr. William Hyndman, by three and two in the final to become Amateur Champion. Under constant pressure, Beman played brilliantly.



SIGNING THE ANGLO-RUSSIAN TRADE AGREEMENT IN A MOSCOW RESTAURANT: SIR DAVID ECCLES—SMILING AFTER ELEVEN DAYS OF HARD NEGOTIATION.
Sir David Eccles (left), the President of the Board of Trade, is signing the five-year trade agreement in Moscow on May 24. Mr. Patolichev, the Soviet Minister of Foreign Trade, is signing with him while Mr. Mikoyan stands behind them. The first Russian cars will be imported here, while capital goods and textiles will be among British exports.



PRINCESS ANNE'S BROWNIE LEADERS: BROWN OWL AND TAWNY OWL.
Miss Mary Millican (right) and Miss Mercy Edgedale are in charge of the Buckingham Palace Brownie pack to which Princess Anne now belongs. The Queen watched the Princess being sworn in at a meeting in the garden.



THE SOVIET ASSISTANT NAVAL ATTACHE FLOWN TO MOSCOW: CAPTAIN ALEKSANDR DMITRIEV.
Captain Aleksandr Dmitriev, an assistant naval attaché at the Russian Embassy, was put under political arrest in the Embassy and then flown back to Moscow on May 27. His wife, Mrs. Nina Dmitriev, and their daughter have gone into hiding and have asked the British Government for political asylum in this country.



A CELEBRATED PIANIST: THE LATE MR. LEFF POUSHNOFF.
Mr. Leff Pouishnoff, the well-known concert pianist, died in London on May 28 at the age of sixty-seven. Born in Odessa and educated at Kiev, Pouishnoff showed early promise and first performed in public at the age of five, subsequently touring the world. He was perhaps best known for his interpretations of Chopin.



THE NEW BRITISH WOMEN'S GOLF CHAMPION.
A very hard battle on May 28 against Miss B. McCorkindale at the Berkshire Golf Club won Miss Elizabeth Price the British Women's Championship. Miss Price has been trying since 1947 and she has reached the finals six times—but this is her first victory. She holds the Curtis Cup and is an International golfer.



APPOINTED TO THE AMERICAN MUSEUM IN BRITAIN: MR. I. MCCALLUM.
Mr. Ian McCallum, who is Executive Editor of the *Architectural Review*, has been appointed Director of the American Museum in Britain—the first American museum in Europe—at Cleverton Manor, near Bath. Mr. McCallum has broadcast frequently. His "Guide to Modern Buildings in London" appeared in 1951.

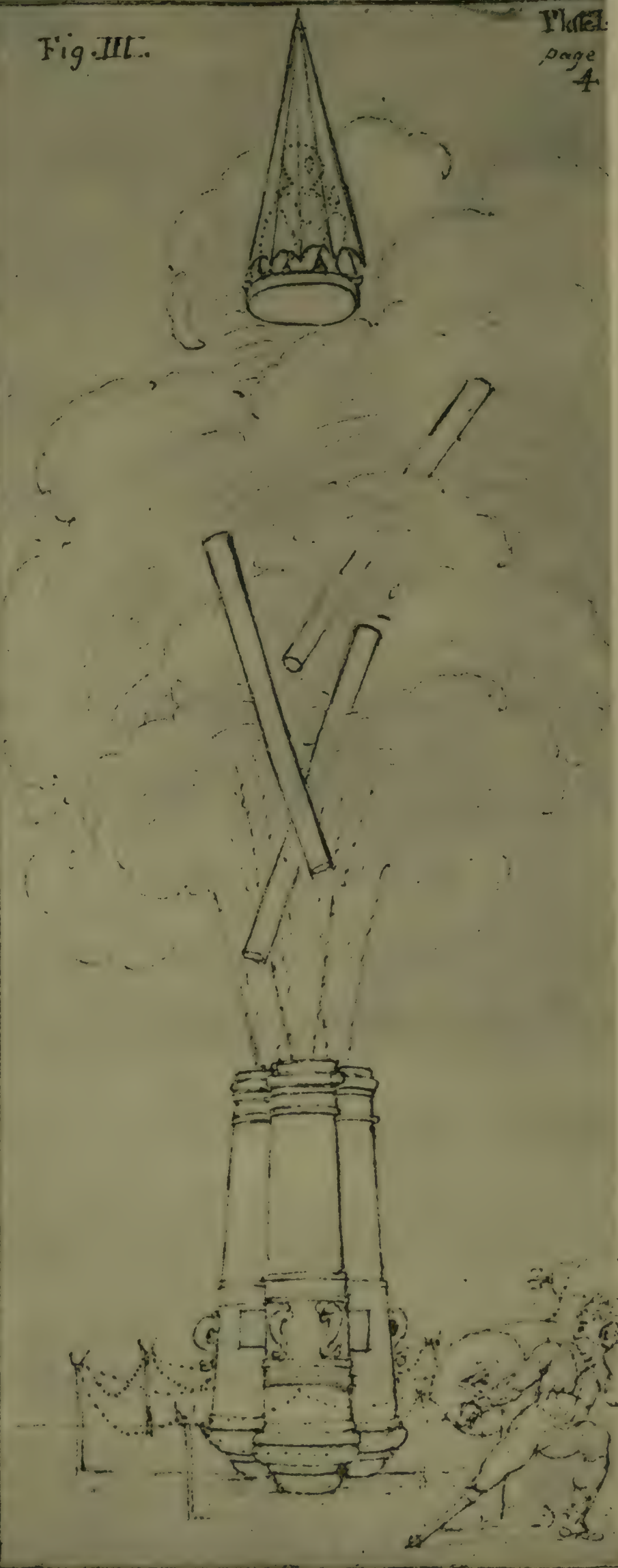
Fig. I.



Fig. II.



Fig. III.



Plate

page
4

FORESEEN BY AN ARTIST IN THE YEAR OF WATERLOO: MAN'S TIRELESS QUEST FOR THE MOON.

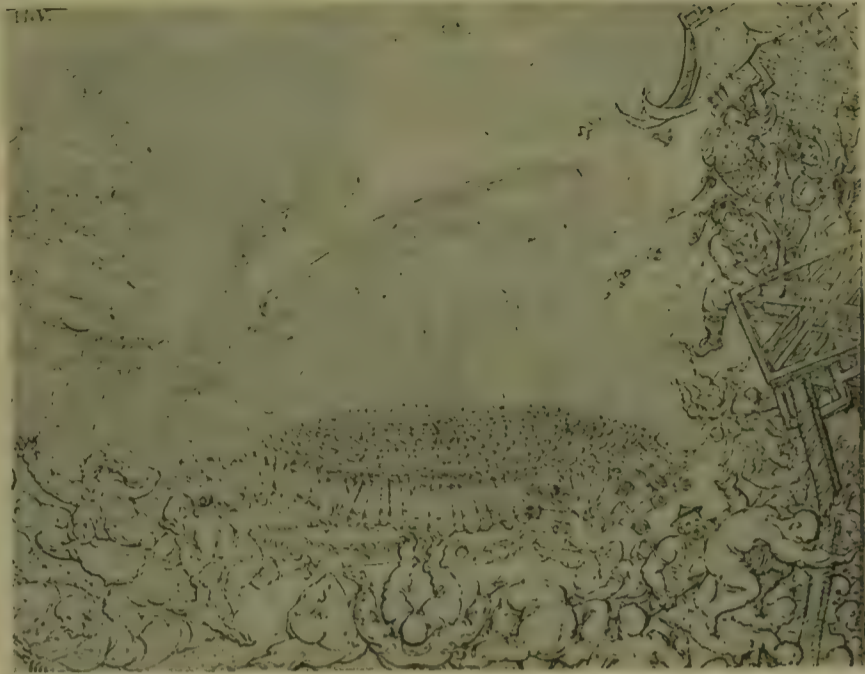
A nose-cone formed of a partially-closed umbrella, equipped with oxygen, a barrel of provisions and a motometer, and shot into the stratosphere by three cannons pointed skywards: this was how the artist, E. F. Burney (1760-1848), sister of the novelist Fanny Burney, envisaged man's first attempt to reach the moon in a series of drawings executed as long ago as 1815. This was fifty years before Jules Verne wrote his book about a similar attempt, and nearly 150 years before the exploration of outer space became a reality. The illustration on this page shows the first three of nineteen numbered plates

which describe pictorially the amusing adventures of a certain imperturbable Q. Q. Esq., who uses a series of ingenious devices in attempts to fulfil his quest. Six further plates are illustrated on the following page. Mr. Charles H. Gibbs-Smith has been responsible for a good deal of research on these fascinating documents, and also for linking them together into a most plausible story. The manuscript is shortly to be exhibited by Anthony James, Antiques, at the Antique Dealers' Fair, Great Hall, Grosvenor House, Park Lane, London, which will be open from June 10 until June 25.

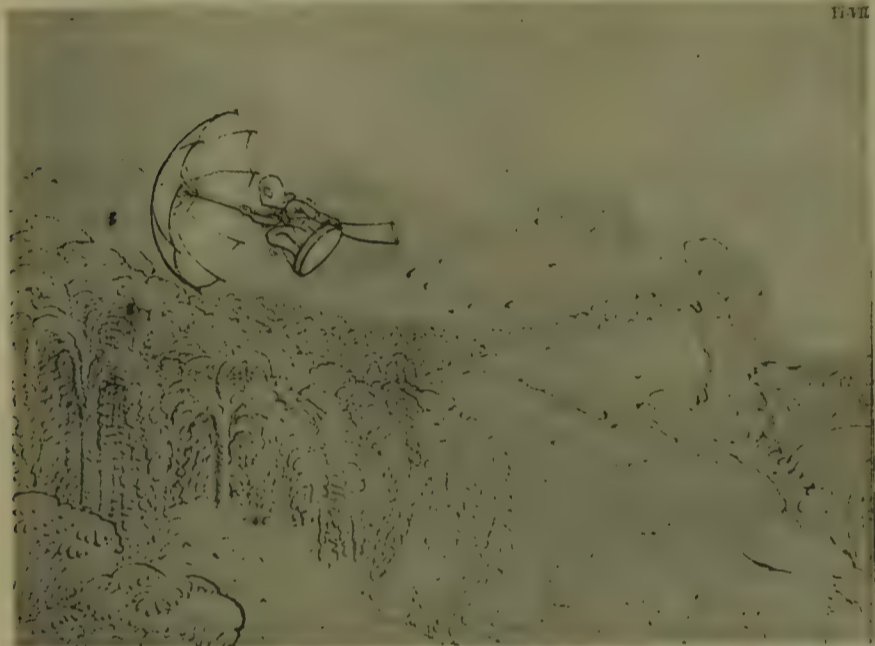
THE EXCITING ADVENTURES OF Q.Q.: PIONEER SPACE TRAVELLER OF 1815.



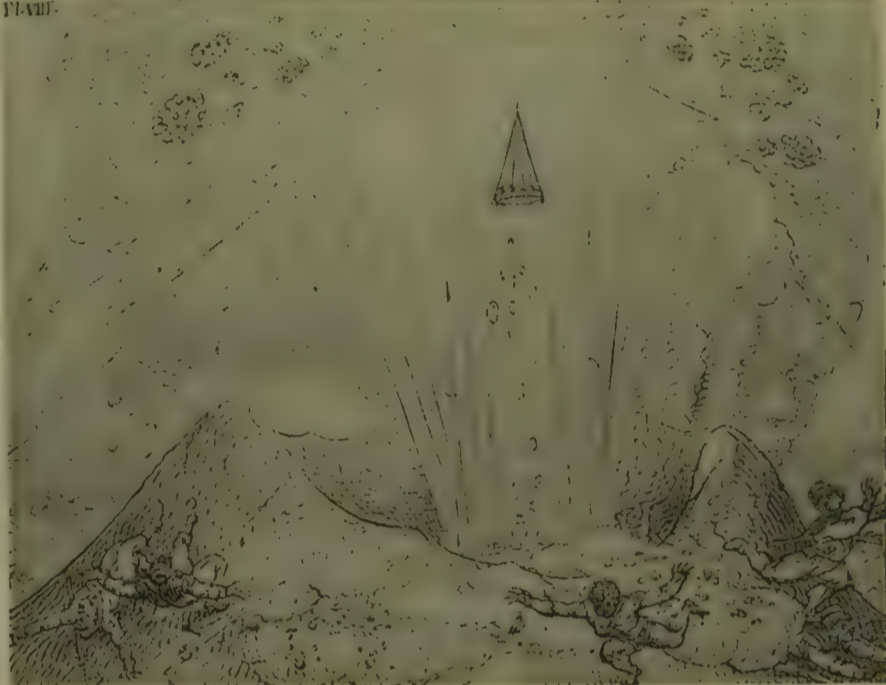
SPACEMAN Q.Q. WORSHIPPED AS A GOD IN THE ORIENT AFTER HIS FIRST SPACE FLIGHT: HIS NOSE-CONE IS NOW A PARASOL, AND HE GRACIOUSLY EXTENDS A HAND AS JOSS-STICKS ARE BURNT IN HIS HONOUR. BESIDE HIM ARE HIS MOTOMETER, SEXTANT AND TELESCOPE.



A MORE AMBITIOUS ATTEMPT TO REACH THE MOON: AIDED BY HUNDREDS OF CANNONS, THE SPACE-SHIP SOARS ALOFT FROM THE ORIENT, WHILE PAGODAS AND HOUSES CRUMBLE WITH THE SHOCK, AND PANIC BREAKS OUT.



HIS SECOND ATTEMPT HAS FAILED, AND Q.Q., OPENING UP HIS NOSE-CONE, FLOATS GENTLY DOWN OVER A VOLCANIC ISLAND, STEERING HIS COURSE BY A RUDDER HELD BEHIND HIM. RICH VEGETATION LIES BELOW HIM.



UNDAUNTED BY PREVIOUS FAILURES, Q.Q. USES OR PRECIPITATES A VOLCANIC ERUPTION TO GIVE HIS FINAL ATTEMPT EVEN GREATER IMPETUS, WHILE THE UNFORTUNATE ISLANDERS FLEE THE FLYING ROCKS AND FLOWING LAVA.



ALMOST THERE AT LAST: BUT THE MOON, SEEN THROUGH HIS TELESCOPE, REACTS UNFAVOURABLY TO HIS APPROACH, AND A SERIES OF VOLCANIC ERUPTIONS HURL BOULDERS AT HIM IN HIS FLIGHT. HE GIVES UP AND RETURNS TO EARTH.

THESE remarkable drawings are part of a series of nineteen to be on view at the Antique Dealers' Fair, Grosvenor House, Park Lane, London, from June 10 until June 25. At present the property of Anthony James, Antiques, they were drawn early in the last century by E. F. Burney. Although the methods used by the mysterious Q.Q. to reach outer space are, to say the least, eccentric, a number of details in the drawings are highly imaginative, and show a basic understanding of many of the problems involved in space-travel. For example, in the first three plates, illustrated on the previous page, the space-traveller's umbrella is lowered to form something very similar to the nose-cone of a modern rocket, while Q.Q.'s head-gear needs only a television aerial to become the space-helmet regularly depicted in cartoons to-day. Many other interesting features have been pointed out: notably the resemblance of Q.Q. to the Iron Duke, and of one or two of the other figures to those painted by the artist Fuseli. The parachute, too, is interesting: the first descent over London had been made about thirteen years before, and all parachutes were at the time ribbed like umbrellas.



EARTH HAS ITS COMPENSATIONS AFTER ALL, EVEN AT THE NORTH POLE: Q.Q. SLEEPS PEACEFULLY UNDER HIS NOSE-CONE/PARACHUTE/UMBRELLA/TENT, AS THE SNOW FALLS AROUND HIM. SPACEMAN HAS HAD A BUSY DAY.

THE WORLD OF THE THEATRE.

DIZZY FITS

By J. C. TREWIN.

WE are in the sitting-room of one of the houses at a public school. It is the first day of the Easter holidays, but it is no kind of vacation for the housemaster, Wellington Potts. However, there it is. He has guests to entertain, and he must go politely through the routine of entertainment. So all are assembled before dinner in what I must hold is the funniest scene in the West End theatre: it occurs in the second act of "Caught Napping," as directed by Anthony Sharp at the Piccadilly.

Farce is not everyone's heady draught. But it is always mine if the dramatist has blended his ingredients properly. What they are, and how it is done, must remain a secret of the fraternity (Ben Travers is its perpetual chief). But the result can make us remember—if we are in the mood—Kipling's delighted wonder* at the hand that

joins the flats of
Time and Chance
Behind the prey
preferred,
And thrones on Shrieking
Circumstance
The Sacredly Absurd.

Certainly, to carry on the quotation, Geoffrey Lumsden's farce now causes us (or some of us) to "wave mute appeal and sore, Above the midriff's deep distress, For breath to laugh once more."

I say "some of us" because, when wiping away the tears, I have often known potent, grave, and not invariably reverend signiors to sit granite-faced and disapproving. And on occasions when I have seen nothing whatever to laugh at, the theatre round me has been disrupted, bodies strewn helplessly in every aisle. Once more it all depends on your own sense of humour. As the old regional story ends, "There he was on the wasps' nest!—I nearly died of laughing!"

By this time, you may be asking what is so funny about the scene at the Piccadilly. Here I fail you. But I can indicate at least that it is the moment when the General's wife (she fell off an elephant in India) is convinced that the young man across the room is Michael Wilding; when the young man himself is imitating frogs in botched Greek; when the General—whose Christian name is Francis-Francis—is saying everything twice as if the record had stuck; when the housemaster is brooding on the loss of a bath and the need for kidnapping the General's wife; when his own wife is wondering what on earth to say next; and when Matron, I believe—though I may have got this mixed—is out of the room looking for a halter. I don't think that, at the time, the cupboard door is open; the Aga Khan has not arrived; and the butler has not announced that dinner is served because he always waits, in this house, until dinner is over.

It is, in fact, the kind of play in which you would not be surprised to observe the

* "The Necessitarian," prefixed to the story, "Steam Tactics" in "Traffics and Discoveries" (Macmillan).

Gryphon, Tweedledee, the White Queen, and the Cheshire Cat in the front row of the stalls. To me it is richly comic. A menace of modern life is over-sophistication. Do not laugh, in other words, at anything that is neither "earthy" (this shows your broad-mindedness) nor mock-

intellectually pornographic (this indicates culture). "Caught Napping" has nothing of either kind to offer. It is merely a revel written by an actor-dramatist with a gift for finding the right straws to stick in his hair and in ours. My eminent colleague, the dramatic critic of *The Times*, says with reason that the farce is very funny because "all the characters are deaf, physically or mentally. Whatever is said is either not heard or it is wildly misunderstood."

Among creators of the confusion, one thanks George Benson, as the housemaster who loses the bath (what bath? Never mind that now!), and who alternately broods and bounces; Raymond Huntley, as a headmaster like a poised anvil of



"RICHLY COMIC": MRS. POTTS (WINIFRED SHOTTER), WELLINGTON POTTS, A HOUSEMASTER (GEORGE BENSON) AND THE HEADMASTER (RAYMOND HUNTLEY) IN A SCENE FROM "CAUGHT NAPPING." (PICCADILLY THEATRE; FIRST NIGHT, MAY 22.)



THE ENTRANCE INTO NIGHTTOWN OF STEPHEN DEDALUS (ALAN BADEL; CENTRE) IN BURGESS MEREDITH'S PRODUCTION, "ULYSSES IN NIGHTTOWN"—ADAPTED FROM JAMES JOYCE'S NOVEL—AT THE ARTS THEATRE.

"My principal pleasure," writes John Trewin, "with acknowledgments on the way to the acting of Alan Badel and the narration of Allan McClelland, is in the extraordinary resource of Zero Mostel as Bloom." (First night: May 21.)

thundercloud, who is forever coming down—he says so himself—like a wolf on the fold; Leslie Randall, as a young man who would go very well into a Wodehouse novel, and who clings to his one distorted fragment of Greek; Winifred Shotter, graceful visitor from the Aldwych days; and Margot Lister, a school matron with unexpected duties. And, in particular, my heart is with

Geoffrey Lumsden himself and Nan Munro. Miss Munro, who wears one of the most blissfully detached expressions I have known in the theatre, moves through the play with a full-sail dignity that hardly crumples even when, with a carrot in her mouth, she is being wheeled across the stage in a wheelbarrow. And Mr. Lumsden is a General whose repetitions ("Ootacamund—Ootacamund!") make a happy verbal pattern. Indeed, I refrain with difficulty from suggesting, to another form of audience altogether, that the now shifting, now integrated rhythms of this phantasmagoric ritual will have significant undertones for any fully "engaged" spectator. Do I make myself clear? Alas, no! But, for a night of complete release, I suggest that "Caught Napping" will keep you cheerfully awake.

I cannot say that about "Ulysses in Nighttown," at the Arts, before which I know very well I ought to bow. It is a version of a part of James Joyce's "Ulysses." Marjorie Barkentin has transposed and dramatised it, and we are in the mind of Leopold Bloom in those Circean visions at the end of a Dublin day. What we see and hear on the stage is supposed to echo the day's happenings, but I hardly think that Miss Barkentin has explained this. The play reaches us as a mad and, in the second half, almost inexplicable whirl of nightmare events.

One can appreciate the direction of Burgess Meredith and the manner in which these sixty or seventy characters are manoeuvred across the stage of the Arts. But Joyce's language and mind do not come easily to the theatre. My principal pleasure, with acknowledgments on the way to the acting of Alan Badel (Dedalus) and the narration of Allan McClelland, is in the extraordinary resource of Zero Mostel as Bloom. When this American comedian with the shining boot-button eyes was at the Palladium six years ago I wrote of him: "From the moment he arrives on the stage he is talking at high pressure. What he says is chaos. He will pause for no perceptible reason to imitate a seal. Then, a moment or so later, he is off again, impersonating an angry aircraft that (in the words of Yolande Donlan, dictating a cable in 'Red-Headed Blonde') has 'decided to stop—stop' and cannot find a landing-ground in the fog." Mr. Mostel has now keyed his personality to the nightmares of "Ulysses in Nighttown": it is a performance of both breadth and intricacy, though I fear that on the long, long journey through Nighttown, even Mostel cannot prevent us "from being caught napping."

You will have gathered that each of these nights is one of the theatre's dizzy fits. In comparison, "Beware of Angels" (Westminster) is a sober business, though residents in any normal South Devon village might have a dizzy fit on being told that goings-on in Stacey St. Agnes are in any way like those at home. Audrey Erskine Lindop and Dudley Leslie have used Stacey St. Agnes as the centre of a complicated anecdote intended to prove, in short, that if a reputation has been made and established, little can shake it. The good stays good; the bad is bad. This leads to a final exercise in the dramatic-ironic, the most impressive passage in a play that is otherwise (with one exception) highly artificial. Ruth Dunning and Wendy Hutchinson act with feeling, and Lyndon Brook with some desperation. Much the sharpest thing in the night is Campbell Singer's candid rascal—the exception I mentioned—who goes into a dizzy fit of his own whenever he contemplates the social pattern of Stacey St. Agnes. I cannot say I blame him.

OUR CRITIC'S FIRST-NIGHT JOURNAL.

- "SWINGING DOWN THE LANE" (London Palladium).—Max Bygraves in a "revusical" devised and produced by Robert Nesbitt. (May 29.)
- "THE ROUGH AND READY LOT" (Lyric, Hammersmith).—59 Theatre Company's presentation of a play by Alun Owen. (June 1.)
- JOSE GRECO (Princes).—Spanish dancers' welcome return. (June 1.)
- "A MIDSUMMER NIGHT'S DREAM" (Stratford-upon-Avon).—Charles Laughton as Bottom the Weaver in Peter Hall's production. (June 2.)
- "WHO'S WHO" (Birmingham Repertory).—A comedy by Terence Lodge. (June 2.)
- "THE FRENCH MISTRESS" (Adelphi).—Sonnie Hale in a new farce. (June 4.)

FROM A CITY "MERMAID" TO AN ILFORD MAMMOTH; A DEGAS; AND OTHER ITEMS.



THE AUTOMOBILE ASSOCIATION'S NEWLY-COMPLETED NATIONAL HEADQUARTERS IN LEICESTER SQUARE, LONDON: FANUM HOUSE, WHICH IS EIGHT STOREYS HIGH.



FOR MOTORISTS TRAVELLING ABROAD: THE BEAUTIFULLY-DESIGNED FOREIGN TOURING RECEPTION-ROOM AT THE AUTOMOBILE ASSOCIATION'S NEW HEADQUARTERS AT FANUM HOUSE. Members of the Automobile Association intending to take their vehicles abroad are now able to make use of the Association's well-equipped foreign touring reception-room at the new Headquarters. The room contains recessed cubicles and telephone kiosks.



THE LORD MAYOR WITH A TAME MERMAID: THE OPENING CEREMONY OF THE MERMAID THEATRE, PUDDLE DOCK. The Lord Mayor, Sir Harold Gillett, opened Mr. Bernard Miles' new theatre in the City on May 28 when Caroline, the four-and-a-half-year-old daughter of Mr. Jack Hawkins, was landed at Puddle Dock, attired as a mermaid, the symbol of the young theatre.



SOLD IN THE UNITED STATES FOR OVER £100,000: AN OIL PAINTING BY DEGAS CALLED "LES REPASSEUSES," PURCHASED BY A LOS ANGELES INDUSTRIALIST. The result of a recent visit to the U.S.A. by the London dealer, Mr. Dudley Tooth, has been the purchase by Mr. Norton Simon, of Los Angeles, of a painting by Degas for a sum believed to exceed £100,000. This may be a record for a Degas.



A BEAUTIFUL AND BRILLIANT DANCER IN "THE SLEEPING BEAUTY": MISS ANNETTE PAGE, WHOSE DELIGHTFUL AND DIGNIFIED PERFORMANCE IN THE ROLE OF AURORA AT COVENT GARDEN RECENTLY WON HER MANY ADMIRERS. IT WAS THE FIRST TIME SHE HAD PERFORMED THE ROLE. (Photograph by Houston Rogers.)



(Left.) PREHISTORIC REMAINS DISCOVERED IN ILFORD: (ABOVE) THE TUSK OF AN EARLY ELEPHANT; AND, RIGHT, A WILD OX LEG-BONE; AND (FOREGROUND) AN ELEPHANT SKULL. Early in May, during excavations by Gilbert-Ash Ltd., on a site in Ilford High Street, where the furnishing store of Messrs. Harrison Gibsons was burnt down last March, a number of bone fragments were discovered; and were identified by Dr. A. J. Sutcliffe, of the Natural History Museum, as those of an early wild ox. Since then a number of finds have been made of animals of the Interglacial of 150,000 years ago, including, on May 25, the skull and tusk of a mammoth, either *Elephas primigenius* or *trogotherii*. These remains unfortunately disintegrated after photographing.



VETERANS TOGETHER: FIELD MARSHAL VISCOUNT MONTGOMERY ENJOYING A JOKE WITH A CHELSEA PENSIONER AT THE ROYAL HOSPITAL, CHELSEA. THIS WAS DURING THE COURSE OF THE FIELD MARSHAL'S INSPECTION ON THE OCCASION OF THE ANNUAL FOUNDER'S DAY PARADE ON MAY 30.

A NEW YOUTH HOSTEL; A NEW CAR FERRY; AND AUCKLAND'S NEW BRIDGE.



OPENED BY HER MAJESTY AS THE KING GEORGE VI MEMORIAL YOUTH HOSTEL ON MAY 25: THE NEW EXTENSION TO THE RESTORED EAST WING OF HOLLAND HOUSE.



THE RESTORED EAST WING OF HOLLAND HOUSE, NOW TO SERVE AS A YOUTH HOSTEL. ON THE FURTHER SIDE ONE FLOOR AND THE ARCADES ARE BEING PRESERVED. The famous London house, whose park adjoins Kensington High Street, was severely damaged in the war. The east wing has been restored and with a new section, designed by Sir Hugh Casson and Mr. Neville Conder, now begins a new life as a youth hostel.



DESIGNED TO CARRY 180 CARS ACROSS CHANNEL BY THE DOVER-BOULOGNE ROUTE: THE CAR-DECK OF S.S. MAID OF KENT, THE NEW BRITISH RAILWAYS SHIP. Our picture shows the main car-deck with the ramps on either side that lead up to the mezzanine car-deck. S.S. Maid of Kent will on her own carry as many cars as the two British ships last year combined.



S.S. MAID OF KENT BEFORE HER MAIDEN VOYAGE: THE SPECIAL SQUARE STERN ENABLES CARS TO DRIVE ON AND OFF VERY QUICKLY.



AN AERIAL VIEW OF AUCKLAND HARBOUR'S NEW ROAD BRIDGE—FOR WHICH THE ESTIMATED COST SO FAR IS ABOUT £7,000,000. IT WAS OPENED BY LORD COBHAM ON MAY 30. On May 30 Lord Cobham, the Governor-General of New Zealand, opened the new Auckland Harbour Bridge. This bridge, for vehicular traffic only and expected to produce an annual toll revenue of £500,000, seems likely to revolutionise life in the city, as the business quarter and the dormitory area have hitherto been linked only by ferry.



PEDESTRIANS ENJOYING THEIR ONE AND ONLY WALK OVER THE AUCKLAND BRIDGE, WHICH IS RESERVED FOR MOTOR TRAFFIC. THE TELEPHOTO LENS EXAGGERATES THE GRADIENT.



NEW COLOURS BEING PRESENTED BY THE QUEEN MOTHER TO THE 1ST BATTALION, THE 3RD EAST ANGLIAN REGIMENT (16TH/44TH FOOT) AT WARLEY BARRACKS, BRENTFORD. Her Majesty the Queen Mother is Colonel-in-Chief of the newly-formed 3rd East Anglian Regiment which came into being as a result of the amalgamation of the Bedfordshire and Hertfordshire Regiment and the Essex Regiment. She presented new Colours to the 1st Battalion on May 30.

VISITS AND PRESENTATIONS: SOME RECENT ROYAL OCCASIONS.



VISITING ST. MARY'S CHURCH OF ENGLAND SECONDARY SCHOOL AT CHESHUNT, HERTFORDSHIRE, ON MAY 26: PRINCESS MARGARET WALKING BETWEEN A LINE OF BOYS WITH THE BISHOP OF ST. ALBANS (LEFT) AND THE PRINCIPAL OF BISHOP'S COLLEGE.

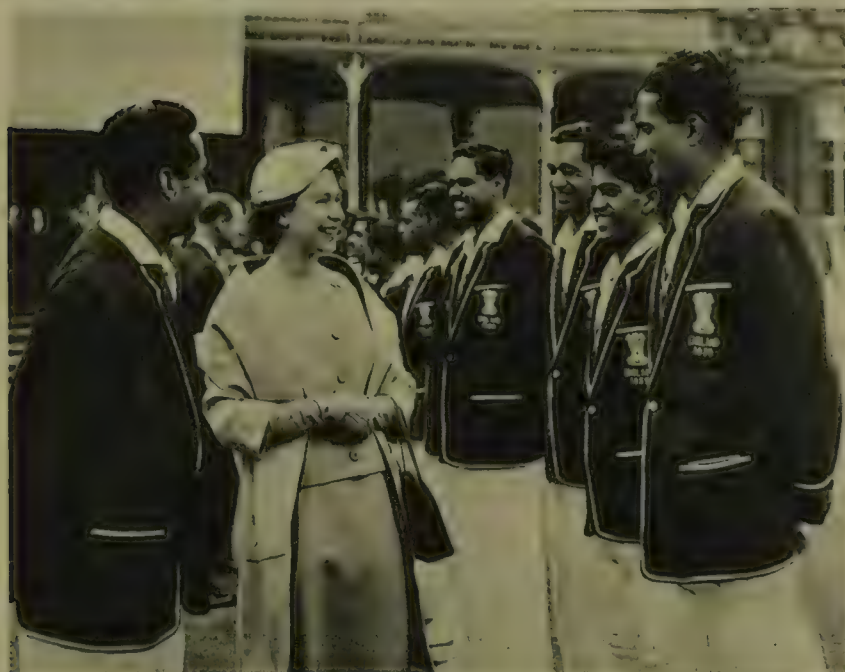


LEAVING THE RUGBY BOYS' CLUB IN NOTTING HILL, LONDON: THE DUKE OF EDINBURGH WAVES TO THE CROWD WHO HAD ASSEMBLED TO GREET HIM.

On May 25 the Duke of Edinburgh made brief and informal visits to three London boys' clubs. They were the Addison club, the Rugby club and the Harrow School club. These last two are situated in the Notting Hill area, the scene of recent racial troubles.



BACK IN LONDON AFTER THEIR NINETEEN-DAY TOUR OF NIGERIA AND THE CAMEROONS: THE DUKE AND DUCHESS OF GLOUCESTER WELCOMED AT LONDON AIRPORT. The Duke and Duchess of Gloucester have completed their tour of Nigeria and the Cameroons, and on their arrival at London Airport on May 31 were welcomed by a representative from the Nigerian Commissioner's office. A guard of honour was formed by Cameroon cadets from Sandhurst.



DURING THE MATCH BETWEEN THE M.C.C. AND THE INDIANS AT LORD'S CRICKET GROUND: THE QUEEN IS INTRODUCED TO MEMBERS OF THE INDIAN TOURING TEAM.



WITH THE QUEEN AND PRINCE PHILIP AT WINDSOR CASTLE: KING OLAV OF NORWAY, WHO HAS BEEN PAYING A SHORT PRIVATE VISIT TO GREAT BRITAIN. The Duke of Edinburgh met King Olav of Norway at London Airport on May 29, and drove him to Windsor Castle, where the visiting monarch attended a dinner given in his honour by the Queen and Prince Philip, who were his hosts on a four-day private visit to this country.

IT can be no secret from my readers that I am interested in politics—which underlines my interest in an excellent and highly diverting book by Mr. Gerald Sparrow, called *How to Become an M.P.*

Mr. Sparrow is an M.P. *manqué*. Unlike myself, he is, or was, a Labour supporter, but resigned the seat for which he had been adopted as prospective candidate because he could not stomach the infiltration into his local organisation of Communists and fellow-travellers. His book is delightful. It is written with a cynicism which may well appal the faithful sheep of any party, but entirely without the bitterness which marked the novel by the late Wilfred Fienburgh which I recently reviewed on this page. I have only two criticisms to make on fact. It is palpably untrue that Tory and Liberal headquarters are "at this moment agreeing the terms of one of the most hush-hush, gentlemanly agreements in British political history. The object? To keep Gorgeous (Mr. Gaitskell) out. The method? No cut-throat competition." Nor is Mr. Sparrow quite up to date on the relations between Mr. Gaitskell and Mr. Aneurin Bevan. He fails—as did Mr. Leslie Hunter, in "The Road to Brighton Pier"—to take into account the remarkable collapse of Mr. Bevan in every big debate since the beginning of the new Session last November.

But for the rest, his book is as diverting as it is shrewd. He takes his prospective candidate through from the choice of a party for which to stand to behaviour in the House of Commons once he has reached it. Listen to his advice on how to conduct an election campaign:

Say that your party will look after the household purse. Nothing else matters. Education, the Sudan, Hanging, China, the care of the mentally arrested, the House of Lords, Highways. They do not matter a tinker's curse when it comes to casting that vote on Election Day. All that matters is the ebb and flow of national opinion which is formed on the general conduct of the Government, and the way you impress your supporters as the man who could look after their salaries and their wages, their bread and butter, and their rent.

Disconcerting, but oh so true! And Mr. Sparrow disclaims cynicism—a bit later—in his last sentences:

Half the world has copied, or is at this moment trying to reproduce the pattern of Westminster. We have got something good here, and we should know it. "Made in Britain" has never been a bad label.

This book is sauced, if sauce were needed, with first-class illustrations by Cummings. It should be read by every voter, as well as by every candidate, before the General Election.

I have dwelt on Mr. Sparrow's telling *scherzo* because I have no temptation to dwell on any other work of non-fiction this week. *THE VICTORIAN CHILD*, by F. Gordon Roe, is good of its kind, but it did not seem to me to contain anything which we have not heard before. There will always be room on one's shelves for social studies of Victoriana, and I do not grudge Mr. Roe's contribution its place on mine. But I am afraid that it may gather some dust there.

Now I come to a group of four books on Eastern or South Pacific countries. How starry-eyed can one get? It is, to me, unbelievable that any author could spend eighteen months in Communist China and produce a work of pure, undiluted lyricism such as *CHINESE WOMEN SPEAK*, by Dymphna Cusack. All is sweetness and light. Chinese women have been emancipated by the "Liberation." They are now literate, the equals of men, working in factories and schools or even elected to "Parliament" (whatever that may mean to Chou En-lai and Mao Tse-tung). We are given phrases like: "Revolution is too simple a term for what is happening here. It is resurrection"; or a comment from a nineteen-year-old girl worker in a factory: "I've fallen in love with that milling machine." Ah, well! For myself, I can put up with gush if it is merely sickening, but this, I cannot help feeling, is more potentially dangerous than a mere distillation of honey.

There is a good deal of gush, too, in Birgitte Valvanne's *IN LOVE WITH INDIA*. It is rare, I suppose, for female Finnish painters to visit India, and I do not at all blame Mrs. Valvanne for falling in love with it. She writes a pleasant little book, of no particular merit. Nor can I blame distinguished Burmese lawyers and politicians for being a trifle inarticulate about important events in which they took a leading part. That is my criticism of *MY BURMA: THE AUTOBIOGRAPHY OF A PRESIDENT*, by U Ba U. This is an unimpressive work by a man of honour and integrity, who has striven successfully to serve the causes

A LITERARY LOUNGER.

By E. D. O'BRIEN.

of justice and political independence. Whether a book is impressive or unimpressive is sometimes determined, rather unfairly, by comparison. I cannot compete with rival theories about the colonisation of Polynesia, but I must record that *TAHITI-NUI*, by Eric de Bisschop, is not nearly as good as

with his family. The latter, incidentally, confuses his climbing with sudden romance. One of them, of course—and I shall not reveal which—hurtles to his death. It is a vigorous book, remarkable for its "counter-point" passages showing the reactions of girl-friends, families, and, so on, to the young men's rather abrupt departure on their expedition, and for the fact that there is not a pointless or dummy character throughout. There is no meal in Mr. Klier's mouth—he gives a circumstantial account of a rape during the war—but he is not afraid of beauty, cleanliness and fresh air. Please read this book; you will like it.

Another novel concerned with mountains is Glyn Carr's *SWING AWAY, CLIMBER*. I have met Mr. Carr's Sir Abercrombie Lewker, detective-cum-actor-manager, before, and frankly I did not greatly care for him. Being no mountaineer myself, I find it hard to follow plots which depend on "traverses" and "rock-faces," and am depressed by diagrams in which these and other more recondite terms are carefully illustrated. Never mind. As a thriller, there is nothing wrong with this book at all. The victim is outrageously nasty, and the murderer—I take my hat off to Mr. Carr for having had the courage to make it so—outstandingly nice. But I could not quite believe that two girls would be so monumentally stupid. (Or, on second thoughts, could I?)

Woodsheds or greenhouses, it is all much the same thing; there is bound to be something nasty in them. So when I find a title like *SUMMER IN THE GREENHOUSE* it does not need the blurb to tell me that "this is the story of innocence unintentionally corrupted." But I do not think that the author, Miss Elizabeth Mavor, has made the corruption either clear or plausible. The little girl, Imogen, did not seem to me to have taken much harm from her visit to her grandfather's former all-but-mistress, and as for the boy, James—well, he was aged seventeen, and looking, I should have said, for a good deal more corruption than came his adolescent way. However, this enterprising, if somewhat self-conscious, firm of publishers has been right to give Miss Mavor her chance. She will take it, and give us something better in due course.

"A Hammond thriller," I am vociferously assured on a back cover, "is always good value in every way." Like many other people, I dislike being shouted at. And so far as *ARM OF THE LAW*, by Michael Underwood, is concerned, I cannot persuade myself that the shout is at all justified. It is quite ingenious, and the scene changes from London to Trinidad, but even the murders left me apathetic. Pick this book up at a railway bookstall if you like. It is good, harmless, rather second-rate stuff—and you can always look out of the window.

Equally second-rate—and I am really sorry to have to say so, since the author died in 1957—are the short stories of the American writer, Jean Boley, published in *A LITTLE MORE TIME*. She shows perception of character, but little of situation. People are people, but in fiction they cannot just be left to drift about. Something must sometimes happen to one or other of them.

"Sultry" is the only word for *THE IMAGE MAKERS*, by Bernard V. Dryer, and I, for one, cannot endure sultriness for nearly 500 pages, even if it smoulders in New York, Paris and Algeria. But the medical passages are good.

CHESS NOTES.

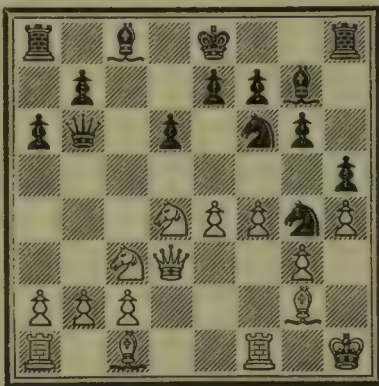
By BARUCH H. WOOD, M.Sc.

THIS game from the recent Stevenson Memorial Tournament at Bognor Regis has a remarkable reversal of fortune. Sicilian Defence:

MISS EILEEN TRANMER	D. G. SPRINGGAY	MISS EILEEN TRANMER	D. G. SPRINGGAY
White	Black	White	Black
1. P-K4	P-QB4	3. P-Q4	P×P
2. Kt-KB3	P-Q3	4. Kt×P	Kt-KB3

A few players, in England especially Wade, have experimented with omitting this move, but the trend is back towards regarding it as essential. If Black does not play 4. . . . Kt-KB3 at this moment, virtually forcing the reply 5. Kt-QB3, White can get in P-QB4, which was demonstrated, by the famous Hungarian of a bygone era, G. Maroczy, to establish such a grip on the central squares that the system was given the name "Maroczy bind." The verdict of thirty years' experience, it is found, cannot be set aside light-heartedly; the "Maroczy bind," P-QB4 in the Sicilian, is terribly constricting for Black, so he is strongly advised to play 4. . . . Kt-KB3 as here.

5. Kt-QB3	P-QR3	9. K-R1	P-KR4
6. P-KKt3	P-KKt3	10. P-KR4	Kt-K4
7. B-Kt2	B-Kt2	11. P-B4	Kt(K4)-Kt5
8. Castles	QKt-Q2	12. Q-Q3	Q-Kt3



Threatening to win a pawn by 13. . . . Kt×P, unmasking his king's bishop (for instance, if 14. B×Kt in reply, then 14. . . . Q×Kt).

White, a past British Lady Champion, sees a chance to set a cunning trap:

13. Kt(Q4)-K2?	Kt-B7ch
14. R×Kt	Q×R
15. B-K3	

A not unattractive conception. White has given up rook for knight, but appears certain to win the queen for a minor piece at worst, thus finishing up with a queen for a rook; for the white queen, with nine squares at her disposal, is not safe on any of them.

Oh, dear! 15. . . . Kt-Kt5!

This move would not be so fiendish if it only guarded against the threat of 16. B×Q, which can, of course, now be answered by 16. . . . Kt×Bch and 17. . . . Kt×Q, Black finishing up the exchange to the good which he acquired on move fourteen; but worse, it threatens to capture the queen's bishop which is the keystone of White's game.

16. Kt-Q5

A ray of hope! This prevents 16. . . . Q×B; and after 16. Kt×B, Black's queen remains trapped . . . and can perhaps be captured yet.

16. . . . Q×B!

Quand même! White now plays 17. Kt×Q and, without awaiting Black's reply, resigned, realising that 17. . . . Kt-B7ch and 18. . . . Kt×Q would end all the excitement for good.

Had the series of shocks not numbed her judgment, she might well have tried, instead, 17. Q×Q, for, after 17. . . . Kt×Q; 18. Kt-B7ch, K-Q1; 19. Kt×R, it is far from certain the white knight in the corner can be trapped; and if it can not, White has a playable though hardly attractive position. Another premature capitulation?

Thor Heyerdahl's "Kon-Tiki," which it so closely resembles. But it will certainly give much pleasure to many readers.

Best of this week's novels, I thought, was *A SUMMER GONE*, by an Austrian writer called Henry Klier. It is translated—and I mention this deliberately, because fine translation like this is so rare—by James Kirkup. Two young men go climbing the North Wall of the Matterhorn. One has quarrelled with his girl friend, the other

BOOKS REVIEWED.

- HOW TO BECOME AN M.P., by Gerald Sparrow. (Anthony Blond; 10s. 6d.)
- THE VICTORIAN CHILD, by F. Gordon Roe. (Phoenix; 12s. 6d.)
- CHINESE WOMEN SPEAK, by Dymphna Cusack. (Angus and Robertson; 21s.)
- IN LOVE WITH INDIA, by Birgitte Valvanne. (Allen and Unwin; 18s.)
- MY BURMA, by U Ba U. (Mayflower; 27s. 6d.)
- TAHITI-NUI, by Eric de Bisschop. (Collins; 21s.)
- A SUMMER GONE, by Henry Klier. (Bles; 16s.)
- SWING AWAY, CLIMBER, by Glyn Carr. (Bles; 12s. 6d.)
- SUMMER IN THE GREENHOUSE, by Elizabeth Mavor. (New Authors; 15s.)
- ARM OF THE LAW, by Michael Underwood. (Hammond; 12s. 6d.)
- A LITTLE MORE TIME, by Jean Boley. (Constable; 15s.)
- THE IMAGE MAKERS, by Bernard V. Dryer. (Hutchinson; 18s.)



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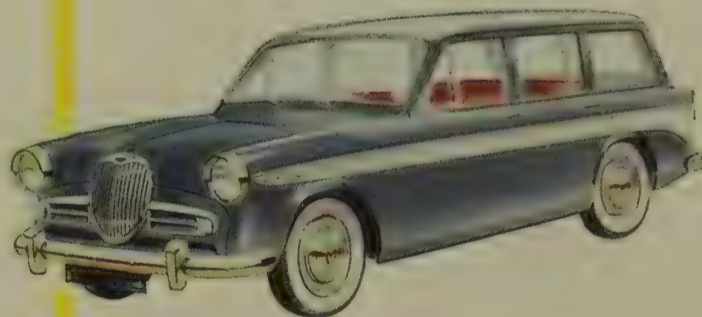
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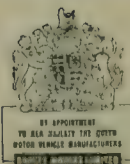
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THE WORLD OF MOTORING.

CAR OF THE MONTH—THE ARMSTRONG SIDDELEY STAR SAPPHIRE.

By LIEUT.-COLONEL A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.Mech.E.

WHEN Armstrong Siddeley introduced the *Star Sapphire* last October it was obvious that it represented a considerable advance over its predecessor, the *Sapphire 346*. Not only is the engine size increased to 4 litres, with a corresponding gain in power and torque, but its standard specification includes three such up-to-the-minute technical features as fully-automatic transmission, power-assisted steering and disc brakes for the front wheels, all of which contribute to unusual ease of control.

In appearance the car follows the stylish lines of the previous model, and there are many coachwork refinements making for the greater comfort of the passengers. For example, separate built-in systems of controlled ventilation and heating are provided for the front and rear compartments, and include demisting of the rear window. Of steel construction, the body is mounted on an orthodox box-section chassis of great stiffness. The four doors are forward-hung on concealed hinges and open wide. Useful pockets in the front doors are covered by hinged flaps, and the backs of the front seats also have pockets in them.

The interior is beautifully finished with burr walnut fascia, door cappings and window surrounds, fine leather upholstery and deep pile carpet. Folding centre and side arm-rests are provided in front and rear seats, the angles of which are just right for comfort. The cushions are spacious, with a width between arm-rests of 47½ ins., and give adequate support. With the front seat right back for a tall driver there is still 10½ ins. of knee room for the rear passengers.

In short, the *Star Sapphire* is a high-performance, luxury saloon with really spacious and comfortable accommodation for six adults. It is a large car, with a wheelbase of 9 ft. 6 ins. and a track of 4 ft. 9½ ins. at the rear, the overall dimensions being: length, 16 ft. 2 ins.; width, 6 ft. 2 ins.; and height, 5 ft. 2 ins., and it weighs 35½ cwt. with a full 16-gallon tank.

To the technically-minded to whom such a car particularly appeals by reason of its advanced features I emphasise the fact that the engine is not just a bored-out version of the previous "square" engine of 90 mm. bore and stroke, but is a new unit resulting from much development work on the original design. It is an "over-square" unit of 97 mm. bore and 90 mm. stroke, and produces 165 b.h.p. at 4250 r.p.m. and a maximum torque of 230 lb.-ft. at the comparatively low speed of 2000 r.p.m. There is, therefore, ample power to deal with the size and weight of this imposing car.

The driver can secure exactly the position he likes, for the split-bench type front seat has a 5-in. range of adjustment and the steering-column is also adjustable. There are only the two pedals, brake and accelerator, and both are well placed in relation to the wheel. There is ample space for the driver's unoccupied left foot.

Visibility is good in all directions, and both front wings are in view through the wide, curved screen. Instruments are immediately in front of the driver, speedometer on the left and a matching dial on the right containing ammeter, water temperature gauge, fuel gauge and oil pressure gauge. Between the two large dials is an electric clock, and grouped in a central panel are switches for panel light, heater fan, screen-wiper, lights, reserve fuel, ignition, starter, fog and pass lamps, and a cigarette-lighter. At night the dials are illuminated by ultra-violet light and cause no dazzling reflections.

The hand-brake pistol grip is beneath the fascia on the right of the steering-column, and the selector-lever of the transmission is mounted below the wheel for left-hand operation. Its illuminated indicator is above the column and readily visible, but I found it a little too bright at night. A lever switch below the wheel operates the flashing indicators and incorporates a warning light. The dip switch is near the centre of the toe-board and easily reached by the left foot. A lever choke control at the bottom edge of the fascia has a warning light on the panel.

If a driver strange to the car did not know that the steering is power-assisted he might think that it is just phenomenally light for a large car. It is precise, self-centres nicely, is finger-light, and makes manoeuvring in confined spaces quite effortless.

The fluid torque converter takes up the drive with impeccable smoothness, and the changes of ratio occur unnoticed by the passengers unless the driver is making full use of the willing engine. In that event the car will accelerate from rest to 30 m.p.h. in 4.6 secs. and from rest to 60 m.p.h. in 13.1 secs., a performance which will leave most cars behind. The speeds at which gear-changes occur vary according to throttle opening, of course, but on the *Star Sapphire* the driver is given a valuable over-riding control of the transmission.

This is in the form of a variable intermediate gear hold. A small lever projects through the fascia to the left of the speedometer, within easy reach, and can be moved through a slot calibrated to represent road speeds of 20, 30, 40, 50, and 65 m.p.h. If this lever be moved to any one of these five positions the intermediate or second gear is retained until that selected speed

is reached, and only then does the change into top occur. This is a particularly useful feature in hilly country or in heavy traffic and it prevents unwanted gear-changes from taking place.

In cruising on open roads 80 m.p.h. is an easy gait, and 90 m.p.h. can be attained surprisingly often. A maximum of 104 m.p.h. is possible, given suitable road conditions. The engine remains quiet and smooth right up to its limit, and wind noise does not become obtrusive if care is taken to see that the ventilating panels of the front windows and the hinged quarter-lights are properly closed.

Road-holding is obviously good to allow such performance to be used. The front suspension by coil springs and trailing wishbone links incorporates an anti-roll bar, and in conjunction with rear half-elliptic springs that nicely combine stiffness with comfort give freedom from roll. Fast bends are taken with great steadiness.

Good brakes are also an obvious necessity, and the Girling front discs and rear drums, actuated through a Vac-Hydro servo, are both powerful and smooth in action. Although the pedal requires only a light pressure, the brakes remain progressive and their effect in proportion to the driver's effort, so that there is no loss of "feel."

Luggage accommodation is generous in the carpeted boot, beneath which is the spare wheel compartment containing also a moulded-rubber-lined drawer for the small hand-tools. The boot lid is counterbalanced and well sealed against the entry of dust. Sealing round doors is also most efficient, and the door sills are rubber covered so that they do not become unsightly with scratches.

Equipment is comprehensive and includes a screen-washer, as well as the two-speed wiper, and a 3.2-kW. Smith heater with a two-speed booster fan. The control for the rear heating and ventilating is on the offside door pillar, so that it can be operated by driver or rear passengers. Grab handles are fitted to screen and central pillars. Automatic roof lights, and lights under the bonnet and in the boot are useful fittings.

In view of its very advanced specification, high standard of finish, luxurious interior and outstanding performance, the basic price of £1763 is undoubtedly attractive; purchase tax brings it to a total of £2498.

MOTORING NOTES.

Highlight of the sporting events this month is the twenty-four-hour sports-car race at Le Mans on June 20-21. The Belgian Grand Prix, which was to

have been held at Spa on June 14, has been cancelled.

This year's annual Achievements Book of Castrol is entitled "The First Fifty Years" and marks the golden jubilee of Castrol. Its forty-eight pages are profusely illustrated with action photographs of speed on land, on water and in the air, and copies may be obtained free on request to C. C. Wakefield and Co. Ltd., 46, Grosvenor Street, London, W.1.

An agreement has been made between the British Motor Corporation and its Austin and Morris distributors in Holland for the assembly of Austin A.40 and A.55 cars at J. J. Molenaar's Automobielfabriek N.V. at Amersfoort, where Morris cars are already assembled. The plant has a capacity of up to 20,000 vehicles per annum. This is regarded as a first step towards improved sales in the Benelux countries.

Another agreement with S.I.A.M. Di Tella, of Buenos Aires, provides for the progressive manufacture of B.M.C. vehicles in the Argentine Republic; in the initial stages the 1½-litre cars and light commercial vehicles will be concerned.

At the end of April the Institute of Advanced Motorists enrolled the 10,000th member, who received the certificate and badge from the Minister of Transport, the Rt. Hon. Harold Watkinson, M.P. The Minister has appointed an official representative of the Ministry to the Council of the Institute.

To contradict rumours that the Paris Motor Show would not again be held in the Champs Elysées but in the new exhibition centre at the Rond Point de la Defense, the organising committee has announced that the Salon will take place as usual in the Grand Palais, from October 1-11.

Motorists touring in France are reminded that a speed limit of 90 k.p.h. (56 m.p.h.) will be enforced on some 1250 miles of main roads at week-ends during August and the first half of September. In Switzerland also a speed limit of 60 k.p.h. (37½ m.p.h.) has been imposed in built-up areas.

On May 12 the observance of the double white line system in the United Kingdom became compulsory, and it is now an offence for a driver to run a wheel over a double white line where the unbroken portion is nearer to him.



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